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No. 27,098 HONG KONG, THURSDAY, FEBRUARY 7, 1929. PRICE \$3.00 Per Month.

275 RUNS NEEDED BY AUSTRALIA

TWO WICKETS FALL

LUNCH INTERVAL SCORES IN FOURTH TEST

LARWOOD & WHITE'S WILES

When the lunch interval was taken to-day, in the sixth day of the Fourth Test Match at Adelaide, Australia needed 275 runs for victory.

Her overnight score of 24 runs for no wicket was brought to 74 runs for two wickets, 50 runs having been made since the resumption and two batsmen had been sent back.

There were 7,000 people present, says Reuter. The heat was most intense.

A worn patch had appeared at one end of the wicket. Larwood was bowling his fastest and White was bowling over the wicket to get the benefit of that patch.

Chapman's Tactics
Woodfull (7 not out) and Jackson (16 not out) resumed this morning with the score at 24 for no wicket and Australia needing 325 runs to win.

Woodfull took his score along to 12 and Jackson to 23 and the total became 36 for no wicket.

With a straight drive off White to the boundary, Woodfull made Australia's 2nd innings total 50. The innings had then lasted an hour and 23 minutes.

Chapman, the English captain, rang seven bowling changes in an hour to prevent the batsmen getting set. And his tactics succeeded.

Quick Disasters
With the total at 66, after the opening partnership had lasted an hour and 42 minutes, Jackson was caught by Duckworth (wicket-keeper), off Geary's bowling. In his 36, Jackson hit three fours.

Hendry went in first wicket down. He and Woodfull put on six runs, bringing the score to 71 for two wickets, and then Woodfull was caught by Geary, fielding at second slip, off White's bowling. Woodfull contributed 30 in four minutes short of two hours. He hit two fours.

The crowd's enthusiasm damped at these quick disasters, Reuter adds.

Then Kippax went in and he and Hendry stuck it out until lunch. Lunch scores:—

ENGLAND—1ST INNINGS			
J. B. Hobbs, c. Ryder, b. Hendry	74		
H. Sutcliffe, st. Oldfield, b. Grimmett	64		
W. R. Hammond, not out	119		
D. R. Jardine, l.b.w., b. Grimmett	1		
E. Hendren, b. Blackie	13		
A. P. F. Chapman, c. a'Beckett, b. Ryder	39		
G. Duckworth, c. Ryder, b. Grimmett	5		
H. Larwood, b. Hendry	3		
G. Geary, run out	3		
M. W. Tate, b. Grimmett	2		
J. C. White, c. Ryder, b. Grimmett	0		
Extras	11		

Total
Fall of wickets:—1 for 143 runs (Hobbs), 2 for 143 (Sutcliffe), 3 for 149 (Jardine), 4 for 179 (Hendren), 5 for 246 (Chapman), 6 for 263 (Duckworth), 7 for 270 (Larwood), 8 for 308 (Geary), 9 for 312 (Tate), 10 for 334 (White).

BOWLING ANALYSIS.			
O.	M.	R.	W.
a'Beckett	31	8	44
Hendry	31	14	49
Grimmett	52	12	102
Oxenham	35	14	61
Blackie	29	6	57
Ryder	5	1	20

AUSTRALIA—1ST INNINGS			
W. M. Woodfull, c. Duckworth, b. Tate	1		
A. Jackson, l.b.w., b. White	164		
H. L. Hendry, c. Duckworth, b. Larwood	2		
A. F. Kippax, b. White	63		
J. S. Ryder, l.b.w., b. White	63		
D. Bradman, c. Larwood, b. Tate	40		
E. L. a'Beckett, b. White	38		
R. M. Oxenham, c. Chapman, b. White	15		
W. A. Oldfield, b. Tate	32		
C. V. Grimmett, b. Tate	4		
D. D. J. Blackie, not out	5		
Extras	8		

Total
Fall of wickets: 1 for 1 run (Woodfull), 2 for 6 (Hendry), 3 for 18 (Kippax), 4 for 145 (Ryder), 5 for 227 (Bradman), 6 for 277 (Jackson), 7 for 323 (Oxenham).

RESIDENCE ROBBED

DURING CHINA NEW YEAR EVE CRIME

VICTIMS IN HIGH STREET

Another of the more or less expected crimes on the eve of China New Year was perpetrated just before noon to-day in the form of a robbery at a residence in a fashionable Chinese district.

The victims are the occupants of No. 78, High-street, ground floor, in the western district, below King's College and above No. 7, Police station.

Six men, armed with pistols and knives, carried out the coup in the usual manner.

The amount of loot is now being ascertained by the Police.

BOMBAY RIOTS

RACIAL OUTRAGES STILL CONTINUE

HEAVY CASUALTIES

Bombay, Yesterday.
It is estimated that 22 were killed and 150 injured in the Hindu-Muslim fighting.

Troops are posted at strategic points and the streets are almost deserted.

Fever Spreading
The riot fever has spread to another part of the city, having broken out in the vicinity of Mazgaon Police Station.

2,000 Hindus attacked Pathans, three of whom were stoned to death. The indignation of the Pathans is reported to be taking the form of damaging the Hindu temples.

Troops in Action
Troops this afternoon fired at a crowd of Moslems chasing a carriage which was going to hospital with injured Hindus. Troops in the evening fired at Moslem crowds in the Bhandi Bazar Dongri quarters, after fruitless efforts to clear the streets. Three were killed and 5 seriously injured.

DISBANDMENT

Nanking, Yesterday.

The Disbandment Committee has decided that all headquarters of the four Army Groups shall be declared abolished on March 16, and various disbandment offices shall be opened on March 16.—Reuter.

BOWLING ANALYSIS.			
O.	M.	R.	W.
Larwood	37	6	92
Tate	42	10	77
White	60	16	130
Geary	12	3	32
Hammond	9	1	32

ENGLAND—2ND INNINGS			
J. B. Hobbs, c. Oldfield, b. Hendry	1		
H. Sutcliffe, c. Oldfield, b. a'Beckett	17		
W. R. Hammond, c. b. Ryder	177		
D. R. Jardine, c. Woodfull, b. Oxenham	98		
E. Hendren, c. Bradman, b. Blackie	11		
A. P. F. Chapman, c. Woodfull, b. Blackie	0		
H. Larwood, l.b.w., b. Oxenham	5		
G. Geary, c. b. Grimmett	6		
M. W. Tate, l.b.w., b. Oxenham	47		
J. C. White, not out	4		
G. Duckworth, l.b.w., b. Oxenham	1		
Extras	16		

Total
Fall of wickets: 1 for 1 run (Hobbs), 2 for 21 (Sutcliffe), 3 for 235 (Jardine), 4 for 296 (Hendren), 5 for 297 (Chapman), 6 for 302 (Larwood), 7 for 327 (Hammond), 8 for 337 (Geary), 9 for 381 (Tate), 10 for 383 (Duckworth).

BOWLING ANALYSIS.			
O.	M.	R.	W.
a'Beckett	27	9	41
Hendry	28	11	58
Grimmett	52	15	117
Oxenham	47	21	67
Blackie	39	11	70
Ryder	5	1	13
Kippax	2	0	8
Jackson	7	1	24

AUSTRALIA—2ND INNINGS			
W. M. Woodfull, c. Geary, b. White	30		
A. Jackson, c. Duckworth, b. Geary	36		
H. L. Hendry, not out	5		
A. F. Kippax, not out	2		
Extras	1		

Total (for 2 wickets)
Fall of wickets: 1 for 66 runs (Jackson), 2 for 71 (Woodfull).

LONDON TO INDIA AIR SERVICE

SPLENDID PROGRESS

ALL THE NECESSARY ARRANGEMENTS MADE

OPENING IN SPRING

London, Yesterday.
Sir Samuel Hore, Secretary for Air, stated that excellent progress had been made in the preparations for the London to India civil air service, and all the necessary arrangements for the opening of this service in Spring and according to programme were in progress.—British Wireless Service.

SPANISH FERMENT

DICTATOR'S OFFER TO "RUMOUR-MONGERS"

\$1,000 REWARD

Madrid, Yesterday.
General de Rivera has challenged the "rumour mongers" in connection with the recent trouble, and has announced that the Government will reward with \$1,000 anybody able to prove that he witnessed firing or the infliction of casualties or is able to identify any casualty.—Reuter.

U.S.A. & CHINA

SENATE APPROVES OF TARIFF AUTONOMY

"CHINA MUCH IMPROVED"

Washington, Yesterday.
The Senate Foreign Relations Committee has approved of the Treaty granting tariff autonomy to China.

Mr. Kellogg the described conditions in China as having very much improved, and said he believed the Nationalist Government was being firmly established.—Reuter.

U.S. "MERAUKE"

DUTCH LINER BEACHED AT DOVER

London, Yesterday.
The Rotterdam Lloyd liner "Merauke," in charge of tugs, has arrived at Dover where she was beached.

[The s.s. "Merauke," on her way to Holland from the Dutch East Indies with a large cargo and many passengers, came into collision in a dense fog with an unknown steamer about eight miles east of Dungeness on January 29.

The "Merauke" was extensively damaged forward, and her forehold and the fore-peak were rapidly flooded. Dover tugs that raced to her assistance endeavoured to reach Dover, but the "Merauke" settled down so dangerously, that it was finally decided to beach her between Hythe and Sandgate.]

PICKETS FLOGGED

ANTI-JAPANESE BOYCOTT AT HANKOW

Hankow, Yesterday.
Indignation is again prevalent in Chinese circles following the alleged flogging of three pickets by Japanese police.

The Chinese version of the story is that the pickets were rounded up by Japanese marines outside the Japanese Concession area, while the Japanese story claims that they were trespassing in Japanese territory and denies the alleged whipping.

Afterwards several Japanese civilians were manhandled outside the concession, resulting in one having to be sent to hospital with a broken rib.—Reuter.

Mr. Herbert Meredith Marler, of Montreal, has been offered and has accepted the appointment of first Canadian Minister to Japan, and will assume his duties at an early date.

Mr. Marler, who was born at Montreal in 1876 and educated at McGill University, is head of the largest firm of notaries in Montreal and a director of various corporations.

He was elected to Parliament in 1921 as a Liberal for the St. Lawrence Division of Montreal, and entered Mr. Mackenzie King's Cabinet in 1925 as Minister without portfolio. He was, however, defeated at the General Election of the same year. He was until lately the prospective candidate for the St. Lawrence Division of Quebec.

NO INTERFERENCE

CHINA'S PROMISE ABOUT HANKOW

EX-BRITISH CONCESSION

London, Yesterday.
In the House of Commons, replying to two questions about Chinese Government departments' interference with the Council established to administer Special Administrative District No. 3, Hankow (formerly the British Concession), under the agreement signed by Mr. O. St. C. O'Malley, C.M.G. (British delegate) and Mr. Eugene Chen (the then Foreign Minister of the Nationalist Government), Sir Austen Chamberlain (Foreign Secretary) said:—

Representations have been made at Nanking to Dr. C. T. Wang (the Chinese Foreign Minister) who has promised to issue instructions that there must not be outside interference with the former British Concession at Hankow. Sir Miles Lampson (the British Minister at Peking) has been continually addressing the Chinese Foreign Minister to make sure his instructions to the local authorities at Hankow are fulfilled.

The postponed meeting of ratepayers in Nos. 1 and 2 Special Administrative Districts (formerly the German and Russian Concessions), previously banned by the local Chinese authorities (who incorporated Nos. 1 and 2 S.A.D.'s in the local Municipality), is to be held to-day in the offices of the British Chamber of Commerce (Hong Kong Bank-building).

The opinion is that Chinese interference this time is not likely.—Reuter.

ANOTHER COLD DAY

The forecast, until noon to-morrow, for Hong Kong and the adjacent coast is:—N. winds, moderate; overcast.

For the Formosa Channel it is:—N.E. winds, strong.

At 11 a.m. to-day the Observatory reported:—A moderate anti-cyclone remains stationary over China. Fresh to moderate monsoon will continue along the S.E. coast of China and over the China Sea.

At 6 a.m. to-day the official temperature reading was 48 degrees. At 2 p.m. yesterday it was 54.

THE DUKE'S MISSION

HIS SUITE FOR THE VISIT TO JAPAN

K.G. INSIGNIA FOR MIKADO

London, Yesterday.
In view of the improvement in the King's health, it has now been decided that the mission of H.R.H. the Duke of Gloucester to invest H.I.M. the Emperor of Japan with the insignia of the Order of the Garter will leave London for Tokyo at the end of March, arriving in Japan at the beginning of May.

The Duke will be accompanied by the Earl of Arlisle (one of His Majesty's Lords-in-Waiting), Rear-Admiral the Hon. Herbert Meade, C.B., C.V.O., D.S.O., Major-General Sir Hugh J. Ellis, K.C.M.G., C.B., D.S.O., A.D.C., with Mr. Hugh Lloyd Thomas (a First Secretary in H.M.'s Diplomatic Service) and Captain L. W. Howard Kerr, O.B.E. of the 11th Hussars (an Equerry in attendance on His Royal Highness).—British Wireless Service.

Reuter, from Tokyo, says that His Royal Highness will travel from Marseilles by the P. & O. "Morea" to Hong-Kong, and thence aboard a cruiser to Yokohama, and that he will return to England via Canada.

CHINESE AVIATION

Nanking, Yesterday.

An "Aviation" Institute will shortly be opened in Peking for the training of Chinese aviators.

Eight army planes, which will be used for practice purposes, are expected to arrive from France in March.—Reuter.

For the third time a pair of white gloves has been sent to Judge Atterley Jones, the Recorder of Newcastle, as there was no bid for the Quarter Sessions.

Mr. A. Scott has been appointed chief architect of the Ministry of Health in succession to Dr. Raymond Unwin.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day, was 2/0 1/16.

A BOMB FOR THE REICHSTAG

LIVELY INTERLUDE

COURAGEOUS DEPUTIES SEIZE THE MISSILE

A DUMMY!

Berlin, Yesterday.
The Reichstag by 287 votes to 127 adopted a bill ratifying the Kellogg Pact. Communists, Fascists and German Nationalists opposed.

A very exciting interlude happened in the middle of the debate when a Communist threw a bomb on the table shouting "down with war."

Courageous deputies seized the missile and, amid turmoil, discovered it to be a dummy.—Reuter.

COLOMBO RIOTS

5 KILLED; 25 IN HOSPITAL

STONE-THROWING RENEWED

Colombo, Yesterday.
Five persons were killed and 25, including three policemen, are in hospital as the result of yesterday's rioting.

Stone-throwing at police headquarters was renewed this morning.—Reuter.

TRADE WITH RUSSIA

BRITISH DELEGATION HOPEFUL OF SUCCESS

BIG PROSPECTS

London, Yesterday.
The firms interested in the despatch of a Trade Delegation to Russia, which number 50 predict a big boom will result therefrom. They point out that \$450,000,000 worth of public utility work remains to be done in Russia.—Reuter.

ARMED ROBBERS

FRIGHTENED OFF AFTER INTIMIDATING WOMEN

NOTHING STOLEN

An attempted armed robbery, in practically the heart of the City, was reported to the police last night.

Cheung Heung, an amah employed at No. 48, Wyndham-street, ground floor, stated that at about 9.20 she was in the basement with her mistress when two men, armed with daggers, suddenly appeared. They intimidated the women and demanded to search them. Cheung managed to slip away, and running up the stairs, called out "Robbers." This scared the two men and they bolted. Nothing was stolen.

"SHARE SENSATION"

ALLEGED UTTERING OF FALSE SCRIP

BEFORE THE MAGISTRATE

Yesterday afternoon Major C. Willson, O.B.E., opened the preliminary hearing, at the Central Magistracy, of the case in which Chan Fuk, alias Chan San-nam, and Pun Pui, alias Pun Wai-nam, are jointly charged with the possession and uttering of a share scrip purported to be for 500 Hong Kong Tramway shares.

Mr. T. Murphy, A.S.P., at the outset applied for leave to prefer an additional charge of "conspiracy to commit a crime" against both accused.

In the course of outlining the case for the prosecution, Mr. Murphy revealed that a runner in the employ of a Mr. Lopes, sharebroker, was instrumental in putting the police on the track of the two defendants.

Several interviews took place between the defendants and the police informer and one Chan Lau-yat, who is not in custody. The second defendant was arrested in the office of Mr. Lopes, allegedly just as he was about to sell the alleged forged scrip.

After evidence had been given by Ho Sik-hing, who detailed his negotiations with accused, the hearing of the case was adjourned.

For the third time a pair of white gloves has been sent to Judge Atterley Jones, the Recorder of Newcastle, as there was no bid for the Quarter Sessions.

Mr. A. Scott has been appointed chief architect of the Ministry of Health in succession to Dr. Raymond Unwin.

COLLIERY RIOTS

SERIOUS AFFAIR AMONG WELSH MINERS

POLICE ATTACK

London, Yesterday.
The police twice baton-charged 500 men and women, armed with sticks and stones, who were menacing four men leaving a colliery at Ynysdau, Monmouthshire, where a dispute arose, following the refusal of members of the Miners' Federation to accept the employers' terms for the re-opening of the pits.

Several weeks fell to the ground with blood streaming from their faces.—Reuter.

"STAR" FERRY CO.

PROPOSED DIVIDEND OF \$2 & 1/4% BONUS

LAST YEAR'S PROFIT

The report of the directors of the "Star" Ferry Co., Ltd., for presentation at the 31st annual meeting to be held in the boardroom of Messrs. Jardine, Matheson & Co., Ltd., at 12.30 p.m. on Feb. 15, (for the year ended Dec. 31, 1928) reads as follows:—

The net earnings of the boats, after paying all working expenses, amount to \$385,635.22.

The amount at credit of Profit and Loss account, after transferring \$50,000.00 to Reserve Fund, \$20,000.00 to Contingency Account, paying for repairs, allowing for directors' and auditor's fees, and depreciation, including \$42,487.15 brought forward, is \$320,038.84 which, with the approval of shareholders, it is proposed to appropriate as follows:—

To pay a dividend of \$2 per share \$160,000.00
To pay a bonus \$1.50 per share 120,000.00
To carry forward 40,038.84
\$320,038.84

Directors:—During the year Mr. B. D. F. Beith joined the Board in place of Hon. Mr. D. G. M. Bernard resigned. In accordance with the Articles of Association, Mr. T. G. Weall, retires but, being eligible, offers himself for re-election.

Auditor:—The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

VITAL POINTS

ISSUES BETWEEN CHINA AND JAPAN

Tokyo, Yesterday.

It is stated in well-informed quarters that Japan is ready to open negotiations for a revision of the Commercial Treaty with China, as Nanking has recognised the validity of the expired treaty.

Meantime, official Japanese circles are reticent as to the details of the Tainan settlement, and warn that there are still vital points to be considered before the issue can be regarded as fully settled.

The vernacular papers are generally well pleased with the course of events, but the Minseito (Parliamentary opposition) is threatening to attack the Government in to-morrow's session of the Diet on the grounds of a belief that the Government has agreed to a "disgraceful compromise" with Nanking for the purpose of strengthening its own position in the field of domestic politics.—Reuter.

RETALIATION

ALLEGED ANTI-CHINESE PROPAGANDA

Tientsin, Yesterday.

The "North China Star" was yesterday informed by the Chinese Post Office that instructions had been received from the Ministry of Communications that the newspaper was to be refused transmission through the posts.

A recent Chinese message from Nanking stated that the Executive Yuan of the National Government had decided on this measure owing to the alleged "propagation" of rumours detrimental to the National Government, but the "North China Star" states that yesterday's action was the first intimation of complaint.—Reuter.

New Delhi, Yesterday. All Ahmedkhan has been repulsed 16 miles from Kabul.—Reuter.

AIRCRAFT SHOW AT OLYMPIA

Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

LOST.

LOST.—Between Quarry Bay and Hong Kong Central one Lady's Gold Bracelet Watch, Square Shape. Reward. Apply Box No. 573, c/o "China Mail."

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WANTED.—English Woman seeks daily employment. Capable child's Nurse. Apply to Box 580, c/o "China Mail."

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TO LET.—A Spacious and Well-Lighted Godown, 151, Praya East. Apply:—Gandee, Price & Co., Ltd.

TO LET.—Offices to be let in Queen's Road Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

TO LET.—No. 7, Stewart Terrace, 270, Peak, from March 1st to October 31st. Five rooms fully furnished. Modern Sanitation, servants' quarters, garden. Apply F. A. Mackintosh.

TUITION

SPECIAL PHYSICAL CULTURE CLASS.

Mme BARONELLI, ARTISTE.—School of dancing for children and adults. Special Physical Culture class for Stout and Stiff Ladies. Address 31, Ashley Road, Kowloon (Back of Star Theatre).

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MISS RUTH CULLEY (Camb. Higher Local). (Camb. Teachers' Diploma). MISS GERTRUDE TURNER (National Froebel Higher Certificate).

MISCELLANEOUS.

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HOUSE COAL.
Peak at \$23.00 per ton.
Upper Level \$22.00 "
Middle Level \$21.00 "
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NATURAL MILK
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Hong Kong.

NOTICES.

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders in this Company will be held at the Hong Kong Hotel, Hong Kong, on FRIDAY, the 8th February, 1929, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 31st January to FRIDAY, 8th February (both days inclusive) during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 24th Jan., 1929.

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING of Hong Kong Telephone Company, Limited, will be held on FRIDAY, the 22nd day of February, 1929, at the Board Room of the Company, Second Floor, Exchange Building, Hong Kong, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the financial year ended 31st December, 1928, and re-electing two Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th February to the 22nd February, 1929, both days inclusive.

Dated this 30th day of January, 1929.

By Order of the Board,
T. A. BARRY,
Acting Secretary.

14, Des Voeux Road Central,
Hong Kong.

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at City Hall, Hong Kong, on SATURDAY, the 23rd February, 1929, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ended 31st December, 1928.

The REGISTER of SHARES of the Corporation will be CLOSED from Monday, the 11th February to SATURDAY, the 23rd February, 1929, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.

Hong Kong, 4th Feb., 1929.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
THURSDAY, 7th February, 1929,
commencing at 5.15 p.m.
at their Sales Room,
Duddell Street.

A Valuable Collection of
POSTAGE STAMPS.
Particulars from Catalogue.
On View from Wednesday, the
6th February, 1929.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hong Kong, 1st Feb., 1929.

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**ZIESS and BUSCH
FIELD GLASSES**
Price Moderate.

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28A, Des Voeux Road C.,
Hong Kong.

NOTICES.

G. R. NOTICE.

IT IS HEREBY NOTIFIED that the CHINESE NEW YEAR HOLIDAYS a Constant Supply of Water will be given in all RIDER MAIN DISTRICTS during FRIDAY, SATURDAY & SUNDAY, the 8th, 9th & 10th instant. Owing to the present acute water shortage consumers must exercise every economy.

HAROLD T. GREASY,
Water Authority,
Public Works Department,
Hong Kong, 5th Feb., 1929.

HONG KONG TRAMWAYS, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of HONG KONG TRAMWAYS, LIMITED will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Hong Kong, on FRIDAY, the 1st day of March, 1929, at 12 o'clock noon to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from FRIDAY, 15th FEBRUARY to FRIDAY, 1st MARCH, 1929, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

Hong Kong, 7th Feb., 1929.

HONG KONG FOOTBALL ASSOCIATION.

INTERPORT GAME.

HONG KONG v. SHANGHAI.

Monday, February 11th, 3.30 p.m.

Booking for Clubs will definitely close on the 4th February.

Booking for Public will open on the 5th at the H.K.F. Club House, Happy Valley, every evening from 5.30 to 7 p.m.

Hong Kong, 1st Feb., 1929.

NOTICE.

MR. GEOFFREY P. LAMMERT, Jr., has been appointed to act as my "AUTHORISED CLERK" as from 1st February, 1929.

G. A. HARRIMAN,
Hong Kong Sharebrokers
Association.

Hong Kong, 6th Feb., 1929.

NOTICE.

THE BEN LINE STEAMERS, LTD.

S.S. "BENGLOE"

CONSIGNEES are hereby informed that owing to damage sustained by accident in the Suez Canal this vessel's arrival will probably be delayed one month. GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 1st Feb., 1929.

NOTICE.

THIS COMPANY will CLOSE business from SATURDAY, the 9th February to WEDNESDAY, the 13th February, for Chinese New Year Holidays, and will resume business on THURSDAY, the 14th February, 1929.

THE INTERNATIONAL DRY CLEANING & DYING CO.
Hong Kong, 4th Feb., 1929.

LIZZIE'S

BEAUTY PARLOUR

Now Open at 23, Ice House Street, 1st Floor (Below Mee Cheung).

12 Years' Experience in Ladies HIGH-CLASS HAIRDRESSING.

Hours:—9 A.M. TO 1 P.M.
2 P.M. TO 6 P.M.

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FAMOUS CIRCUS

"HARMSTON'S" AGAIN TO VISIT THE COLONY

EXCELLENT ENTERTAINMENT

Harmston's Circus which is again visiting Hong Kong after an absence of several years, is probably the only Circus travelling in this part of the world with a menagerie worthy of the name, having a large collection of animals, both wild and domesticated.

Mr. T. Phillips, Harmston's advance agent, is already in the Colony, and has made arrangements for the Circus to occupy the site next to the Wanchai Fire Station on the Praya East reclamation, recently vacated by the Manila Show.

The Circus is travelling from Singapore, where it had a successful three weeks' run to "full tents" every night. It is due to arrive here on the s.s. "Talamba" on February 9. It is planned to open the show on Sunday night, February 10 (Chinese New Year Eve) with a grand performance which is timed to start at 9.15 p.m. The length of time the Circus will stay in Hong Kong will depend on the amount of support it receives, but it is certain to be here for two weeks at least.

Established Over 40 Years
Harmston's Circus, which was established over 40 years ago as a travelling show touring the East, is just as well organized as ever, and during the present visit to Hong Kong it will maintain its proud reputation as the leading Circus in the Far East, by presenting only the best circus attractions—those most dear to the hearts of all lovers of the sawdust ring. Be they young or old, or of any nationality, there are few who do not love the big white-topped tent in which there is no language barrier and everyone can fully enjoy the wholesome fun and thrills.

There is a little army of fully 100 people connected with Harmston's Circus, including the Malay "boys" and animal attendants. The Artists number 30 and include some of the best performers in their respective lines, to be found in England and Australia at the present time. In addition, there is an excellent Circus Band of 12 musicians, and some fine animal troupes.

Some of the wonderful acts in the troupe's extensive repertoire, which will be included in the various programmes to be presented here are:—

The sensational "Dental Act" by the Mackie Sisters of Australia. These daring ladies will do all sorts of thrilling stunts whilst hanging in mid-air, by the teeth only, from a high trapeze.

The hair raising "Flying Trapeze Act" by the three Flying Nelsons, also of Australia. This is guaranteed to be the best act of its kind ever seen in the Orient, the performers being amongst the foremost in the world—big, strapping, "dared devil" men of an average height of six feet, who think nothing of risking their necks to produce the thrills.

Then there are Piers, the master juggler, who performs on horseback, catching, balancing and juggling bottles, glasses and plates thrown to him by the ringmaster whilst his horse trots briskly around the arena; and Delroy and Firpo, the slack wire walkers who juggle things whilst "toeing the line" in the most amazing manner.

"Jockey Act"
Other equally interesting performers will be the Jenkins Pair (man and woman) who do the "Jockey Act," performing some well nigh impossible feats of bareback riding and horse vaulting ever seen in Hong Kong; and triek cycling by the three Delroys who are as at home on wheels as ducks are in water.

Last, but by no means least, must be mentioned the Oriental Dance which will be performed by six lady members of the Company, whose costumes can only be described as wonderful, and their dancing superb. This item is a sure draw.

Rich in Clowns
No Circus is complete without Clowns and in this respect Harmston's show is rich. The leader of the Fun Makers is Phillis, who has been described as the "King of Clowns" and the Clown with the "wonderful make-up." He will be in the ring most of the time the show is on, and at various times will be supported by one or more of six other Clowns, all "rib-tickers of the first water."

Performing Animals
Before going on to deal with the quadruped members of the Company—all performing animals—mention must first be made of Hassan, the only Javanese lion tamer in the world, who ranks high amongst the best in the profession. He has been a good number of years with Harmston's Circus and is a highly regarded and valued member of the Company.

The Circus Menagerie comprises animals collected from all parts of the globe, and the wild beasts all came from jungles, not a single

one was born in captivity. The formidable array is five lions, three tigers, two leopards, one Himalayan bear and three elephants. The bear is the only non-performer.

In addition there are 27 performing horses and ponies, 24 cockatoos and 10 geese. Principal amongst the horses is a beautiful grey Australian named "Boy," the educated horse with "a human mind," who can do everything but talk. His turn with Mr. Harmston is said to be amazing. "Boy" is an excellent example of what tact, kindness and patience in the training of animals can achieve. More on this subject later.

"Chick" is another wonderful pony. He's a little skild Javanese of exceptionally high intelligence who can count, and by nodding or shaking his head from side to side, answer all manner of questions put to him by Mr. Harmston.

What promises to be a very attractive item will be Mrs. Harmston and her trained cockatoos which ride little riches and the merry-go-round, and apparently derive as much enjoyment from their turn as the audience undoubtedly will. This is the first time that performing birds will appear on a Circus programme in Hong Kong, and the item is one which is well worth seeing.

Elephants
Amongst the "Pets" from the Jungle, the three elephants ("Hindo" and family) will quickly make many friends in Hong Kong. "Hindo" is one of the biggest bull elephants in the world, but in spite of his bulk, is as gentle as a lamb. Besides being well bred, he is also an accomplished elephant who can play a mouth organ, dance and ring a bell when he wants service.

"Gemas" is the second biggest of the trio. Under the direction of Mr. Harmston, she appears with a "pony" called "Bunny," and they dance a waltz together. "Gemas" also holds the proud distinction of being the only elephant that can kick a football. She will give some pointers on "How to play Soccer."

Then there is lovable little "Baby" who is still too young to do any serious performing, but he has an irresistible way of "chumming up," and the little part he plays in the ring is acceptable.

The Training of Animals
In a talk with a "China Mail" man yesterday afternoon, Mr. Phillips picked several bubbles which the "know-alls" blow when they talk of the cruelty performing animals have to endure before they learn anything.

First of all Mr. Phillips ridiculed the oft heard assertion that animals have to be "dooped" before they can be put through their paces. He characterized this as "nonsense" and "unfair," and gives an open invitation to anyone to go to the Menagerie to see the feeding of the animals, any day between 9 and 9.30 a.m., which is the regular "chow time." The Menagerie is open to the public all day from 9 a.m., and only 10 cents is charged for admission to see the animals.

Speaking on the subject of education of animals, Mr. Phillips said that like human beings some animals learn things quicker than others, whilst there are some which can never learn anything, but these represent a very small percentage. One can never strike an average length of time for the education of any species of animal. It would take, for example, anywhere from six months to years to teach a horse to perform in the ring.

But Mr. Phillips emphasised that even in the most difficult cases, animals are always taught only by kindness and tact. Cruel and harsh measures have never succeeded. The horse tent is open for public inspection at any time before shows and here one can see for himself the strong bond of sympathy and even love which exists between the horses and their trainers and attendants.

"One Difference"
The same also may be said of the wild animals. They are just as capable of the finer emotion as the domesticated animals, with one difference which makes their trainers' profession a dangerous one. This difference is that no matter how long and amicable the contact between beast and trainer, the latter must always be on his guard as there is no knowing when that dormant but always present wild nature will reassert itself, to sever all bonds.

The wild animals at the Circus, Mr. Phillips added, are fed exclusively on fresh beef which was got direct from the butcher each day, "the same as he would get his own beefsteak." The animals have been so educated in respect of their menu that they will not eat stale beef or any other meat (fresh or otherwise). Above all, the beasts will not touch any dead animal.

Mr. H. H. Thompson, a retired Indian Civil Servant, was adopted as a Conservative candidate in the Blunham, Bedfordshire (Durham) by-election, caused by the death of Mr. B. C. Spoor.

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Mr. W. T. Hamilton suffered nearly three years and spent about \$5,000 for doctors, hospitals, change of climate, and travelling thousands of miles to find a cure for his ailment but failed until he found and used the Poo On Chinese Herbs. Now he is well and strong. Wife and other relatives also received benefit from the Poo On Chinese Herbs.

W. T. Hamilton, a prominent rancher of Salida, P. O. Box 77, Salida, Stanislaus County, Calif., U.S.A., gives the following testimony of the great relief Poo On Chinese Herbs have given to himself and his family.

"My trouble and disorders started three years ago. At that time I was living up in Alberta, Canada. My saddle horse reared up and fell back on me, and seemed to sprain every muscle in my whole body. Shortly after that rheumatism started to set in, and I suffered terribly all over. I was able to walk into a hospital in Canada and stayed there for some time. I would have died there if I had not induced friends to GARRY me out. It seemed that nothing they were doing to me did me any good. Instead of getting better I was getting worse. I went to the hot springs and secured temporary relief. I tried travelling and the change of climate for my health. I went to Spokane, then down to Tilden Health School in Denver, Colorado. There they tried starving me but that did not do any good either. I went from there to Los Angeles hoping that the good climate I had heard of there might relieve me, but I was getting worse all the time."

"I was then weighing 224 pounds which was all unhealthy fat. My body was swollen all over. I couldn't stoop over to do a thing, not even to lace my shoes. At night the pain was even worse than during the day. I suffered continually and my legs and feet were swollen all the time."

"I came to Salida about January, 1922. Soon my wife heard about the Poo On Chinese Herbs Treatment and began taking them for female trouble and malaria. She showed such marked signs of improvement that I decided that the Poo On Chinese Herbs would help me. About the tenth of Chinese Herbs, I felt myself a well man again in every way. All my rheumatism and pain were gone. All my bloated condition left me and I lost about 55 pounds which was unhealthy fat also. The greatest thing about the results I have had from the Poo On Chinese Herbs is that the cure has made itself evident from the fact that I have felt myself going up the ladder instead of getting worse again as I have always felt after I had had a little relief from Canadian and American Doctors."

"REST HOUSE"

FORMALLY OPENED IN SHELLEY STREET

Yesterday afternoon the Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police), officially opened the new "Rest House" for Muslim travellers passing through Hong Kong, an imposing building erected within the compound to the Muslim Mosque in Shelley-street.

The guests, who included Mrs. Wolfe, Mrs. W. T. Southorn, the Hon. Mr. W. E. L. Shepton, the Hon. Mr. J. P. Braga, Mr. P. P. J. Wodehouse, C.I.E., and Mr. E. F. R. Sample, were welcomed by Mr. U. Rumjahn, representing the Muslim community of Hong Kong.

The new building commands a fine view of Hong Kong harbour and distant mountains on the mainland. The ground floor is given up for a large meeting room, whilst the upper floors are fitted out as dormitories for travellers. The top floor is reserved for female travellers only.

Messrs. Denison, Ram and Gibbs were the architects.

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Hawaii has modern hotels and resorts for the comfort of "castaways"—paved roads through verdant mountain gorges, and tropical gardens for the adventurous motorist—Palm-lined coral beaches for honeymooners—gold courses—polo fields, and surf-boards for globe-trotting sportsmen—Moonlight and rain-bows for visitors. And summer is cool!

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WOMAN OF TRAGEDY

HER LIFE AND HER LOVERS

Fruits fall, and love dies, and time changes; Thou art fed by perpetual breath. Alive after infinite changes, And flush from the kisses of death.

It was a tragic, disillusioned Dolores, whose story of bitter loves is so frankly told in Swinburn's great poem, which will be recalled by many, and after which she was named.

The poem, so aptly known as "Our Lady of Pain," fittingly describes the Dolores who recently frankly unveiled the story of her many loves.

"I love him now more than I have loved anyone," she exclaimed, referring to Mr. Frederick Atkinson, the promising young painter, who committed suicide in his studio in Maida Vale, W. It was stated at the inquest that he was infatuated with her and that she deserted him when all his money was gone.

She is no longer the young and beautiful woman of past years, but she is still an alluring flame around which the male butterflies of all ages get burned.

"I am a woman of tragedy. I live in hell," she said. "I laugh; I smile; I am admired by thousands, but I have never known the meaning of happiness. While I pay the price of being a much-loved woman, the iron of disappointment runs deep into my soul."

Mystery of Birth

"To the world my very birth is a mystery, for I am supposed to be Jewish. The truth is that my mother was half-French, half-Spanish, and my father is a Lancashire man, George Edwin Schofield, who still lives in Ashton-under-Lyme."

"I was born in Doughty-street, Bloomsbury, 36 years ago on March 11 next. The street was only a short distance from Epstein's studio which made me famous."

"I have lived for ever under a curse; a thousand hearts of men of all classes have been broken at my feet. I have been adored by men I could not love; I have been regarded as the beauty of an artist's ideal, but all the time I have longed for the simple life of the ordinary woman."

"I went on the stage as a dancer when I was 11 years old, and I have danced through most of the continents."

"When in 1911 I was in opera in Brussels the ex-Kaiser made me a presentation and thanked me for my beautiful performance."

All for Art's Sake

"The smallest salary I have received on the stage since I can remember has been £50 a week, and although I have become more widely known as an artist's model I have never received any payment for this work. I have done it all for art's sake."

"The story of my career as an artist's model is of itself a romance," continued Dolores, who added:

"I was known over half the world as the beautiful dancer Dolores, and one day in the spring of 1920 I was sitting in the Cafe Royal in Regent-street, when Epstein walked over to me and said, 'Will you be my model?' I agreed on the spot, and it was arranged that I should go next morning to his studio at 28, Gildford-street."

Thrilling

It was a thrilling experience. There was a thick yellow fog, and when my taxicab stopped outside the studio I heard a woman's voice say: 'Come into the light, Dolores.' It was Mrs. Epstein, who afterwards became my very great friend.

I soon realised that Epstein was for me the greatest of sculptors. I loved the work, and used to sleep every night at the foot of my bust he had created. Soon afterwards I went to live at Mr. Epstein's house and posed for him daily."

Although I have since posed for many great artists I have never been a professional model. While giving myself for art I have earned a living on the stage, by writing, as a mannequin, and by doing other work. If I had money the whole studio shared it."

Epstein loved to dress me in beautiful clothes and lovely jewels and gave me wonderful presents. But I felt, as a real artist should, that my work should be for the love of art."

I have been as ready to accept work for the poor, struggling artists as for the men of renown, for many a genius has had great difficulty in rising from obscurity."

"Dare Not Send A Wreath"
Mr. Atkinson has been acclaimed since his death as a genius. I think had he lived he would have been a great genius, but in spite of all that has happened I may say that I feel that inspired him to give most of the art that was in him."

What hurts me so much is that while I was the inspiration of the genius that will be acclaimed in future years I can do nothing now that he is dead. I cannot write to the painter, but I should think I am adding insult to injury if I dare not send a wreath to his tomb, might be mistaken."

It is the tragedy of a woman embarrased by the unreal love of many unable to recognise the real love when it comes."

I have had many men threaten to take their lives, and on one occasion one of my lovers walked up and down the corridor outside my room with a loaded revolver for hours. He was a well-known man in theatrical circles and he had threatened to shoot himself at my feet. That passed, and he went out of my life."

On another occasion two rivals for my affection were a peer and a rich bookmaker. They sat one on each side of me, attempting to outdo each other in the lavishness of their presents."

They poured valuable presents into my lap, and in the end I rejected them both."

Dozens of men have told me that they would die for me, but I merely laughed at them."

"Not Even Beautiful"

With a wistful smile and a quaint little shrug of the shoulders Dolores went on to describe her feelings as a woman with an army of admirers: "It is dreadful to be so much loved. I look at myself in the mirror every day and wonder what people can see in me. I am just an ordinary woman, but I cannot live an ordinary life."

I do not even think I am beautiful. All my love is for simplicity. I don't want people to love me merely to destroy me."

My story is much the same as that of all the women of history who have been very much loved. I suppose they too, could not understand the strange fascination they held for men."

Her Rich "Daddy"

Everybody seems to think that I, in my fine clothes, must be something very exotic and extraordinary, whereas, in fact, I do my own washing, cook my own meals, make my own clothes, and find more pleasure in these things than in the voluptuous entertainments that are offered me."

If I had been only anxious to get the wealth men were anxious to shower upon me I could go about in a luxury motor-car studded with diamonds."

One man among my admirers gave me a \$600 fur coat, a large touring-car, a \$700 solitaire diamond ring, a \$25-a-week suite of rooms in the Haymarket, and then begged of me to love him. He was nearly 70, and so amused me that I used to call him "Daddy."

I have had fortunes, but they have all gone."

What Women Say of Her

When I go out I have no delusions as to what other women think about me. I have heard them say, "Good heavens! Is that Dolores, the famous beauty? What a peculiar creature!"

I am a spiritualist. My father is a confirmed spiritualist; Atkinson, too, was a spiritualist, and in this we had much in common. Soon I am going to get him to come back and make people realise that the genius which was his still lives—lives more than ever it did before."

Atkinson is more to me now than he was before his death. I feel he is all around me wherever I go, and that thought comforts me. Of all the many friends I have had only one has come to me in my trouble: that is Mrs. Epstein, who was my maid and dresser for many years. She is married now, but as soon as she read in "The Daily Mail" about me she came in search of me."

We met eight years ago in Tottenham Court-road. I was walking on the pavement, when I saw her staring at me, and I asked her, "What are you looking at me for?" She replied, "Aren't you a lovely lady! Oh, I do love you!"

That was the first sincere compliment I have had paid to me. She alone of all my lovers has really loved me, and has kept my admirers at bay whenever their attentions have become overwhelmingly unwelcome."

That is the story of Dolores and her loves. There are too many to detail them all. As a final appeal, Dolores said:

I would like you to tell the world that the past is dead so far as I am concerned, and my only request is that it will let the dead past bury its dead. I only want to go on doing something that is worth while in life, where I can be a real help and not merely the butterfly which men have made me."

I am a very unhappy Dolores. I have lived in Hell, and many times I have felt like putting an end to it."

PICTURE DEATH VAN

Paintings Sent Home With Body

Atkinson's body was taken by road from London to his home at Rotherham, Yorkshire, in the motor-van that took his pictures to the gallery, where he gained his first engagement when he arrived in London."

Paintings found in the studio were placed in the van and taken to his home. "It was thwarted ambition that made him take his life," said his closest friend in London, Mr. Frank R. Maurice, of Bolsover Road, Rotherham, N.Y.

"Dolores only came into his life recently and she changed everything. But I am sure it was because he was left penniless and found he could not finance the great exhibition of his work which he had planned that he took his life."

"Ambition was his keynote. He often said to me, 'I am going to be the greatest artist in this country,' and he believed in himself." Mr. Maurice continued:

He did oil paintings to sell, but his great ambition was to be a past master in water-colour. He must have saved \$150 to \$200 when he met Dolores. He told me what a wonderful woman she was. He said, "You cannot appreciate her, you are not an artist."

A little later I went to see him again, and Dolores and another artist were there. They were packing up his pictures."

He was very excited and told me that Dolores was arranging an exhibition for him. They were going to take his pictures to a famous patron of art who was going to pay all the expenses of a joint show by Atkinson and the other artist."

That was how his money went. He went to a party on the night he took his life, and he must have heard something that suddenly made him think his art was not worth while."

I heard that he sat by himself a lot during the dancing and could not be induced to enter into the fun. It was unlike his usual self."

Atkinson painted from his earliest years. He often sat in front of a mirror and painted portraits of himself."

"DISILLUSIONMENT"

Painter's Last "Dirge of Madness"

More of Atkinson's poignant verses were revealed. Just before his death he wrote "Disillusionment," which ran:

O, must I sing? Then I will sing a dirge,
Of folly, madness, and the tragic end of things,
Of youthful hope and ages' despair,
Of sweet anticipations soured in the churn of time,
Only the solace of an idle dream is left,

To cheat the wounded memory.
He is happiest who forgets
This brief daily round and then the grave.

Give me a glass that I may drink and so forget.
But not this wine doth but inflame my brain.
The vision's clearer and myself more impotent;
I'll dream and thus beguile the time;

And sensibly pass with the rest away,
With no regrets.
O, child of pain,
Dolores,
Thy fatal star doth beckon on to doom;

Smile thou not, for tears are all thy store.
And sadness is thy treasury evermore.
Seek not thou for happiness,
For in the book of time,
Stained with the tears and blood of martyred souls,
Is set a seal;

And on it fixed thy name,
Dolores.
My Love And I
Under the title "My Love and I," he wrote:

I will go to my beloved,
And clasp her daisy hand,
We will up, away together,
We'll wander through the land,
We'll stop at some fair city
To rest and take our breath,
Then up, away together,
To life or glorious death.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong for February 1929, (standard time of the 120th Meridian, East of Greenwich), is as follows:—

Feb.	Sunrise.	Sunset.
	a.m.	p.m.
7	7.00	6.15
8	6.59	6.16
9	6.59	6.17
10	6.58	6.17
11	6.58	6.18
12	6.57	6.19
13	6.57	6.19
14	6.56	6.20
15	6.55	6.20
16	6.55	6.21
17	6.54	6.21
18	6.54	6.21
19	6.53	6.22
20	6.52	6.22
21	6.51	6.23
22	6.50	6.23
23	6.50	6.24
24	6.49	6.24
25	6.48	6.25
26	6.47	6.26
27	6.47	6.26
28	6.46	6.27

Mr. Lawrence Kimball, aged 23, barrister, whose brother, Mr. Day Kimball, defended Commander Daniel in "Royal Oak" case, has been adopted prospective Conservative candidate for Central Hall.

COMING! COMING!

HARMSTON'S CIRCUS

and
ROYAL MENAGERIE

Situated Praya East Reclamation (WANCHAL)

GRAND OPENING NIGHT
Sunday, 10th Feb., 1929, at 9.15 p.m.

New Attractions New Attractions
New Stunts New Stunts
New Sensations New Sensations

30 European Artists. 30 European Artists.

Performing:—

LIONS, TIGERS, BEARS, ELEPHANTS, HORSES, PONIES, COCKATOOS, GEESE, Etc., Etc.

MATINEES: SUNDAYS, WEDNESDAYS and SATURDAYS. At 4.15 p.m.

Children Half Price to Matinees Only.

Prices of Admission:

Full Box (6 Persons)	\$20.00
Single Seat	4.00
1st Chairs	3.00
2nd	2.00
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It is full of informative reading matter, and topical pictures which will be very welcome in other parts of the world.

Of particular interest to Servicemen and their friends is the series of reports concerning the Royal Navy, the Army and the Royal Air Force. There are also the articles about the change of Commander-in-Chief of the Station.

Hong Kong, and China generally, has been prominent again in the House of Commons—which is always proof that people at Home want to know what is going on out here.

Take for instance the latest trouble threatening at Chefoo where there is a big foreign community and whence a British man-of-war has proceeded to give protection if needed. The "Overland China Mail" gives the most reliable and the most informative news about developments.

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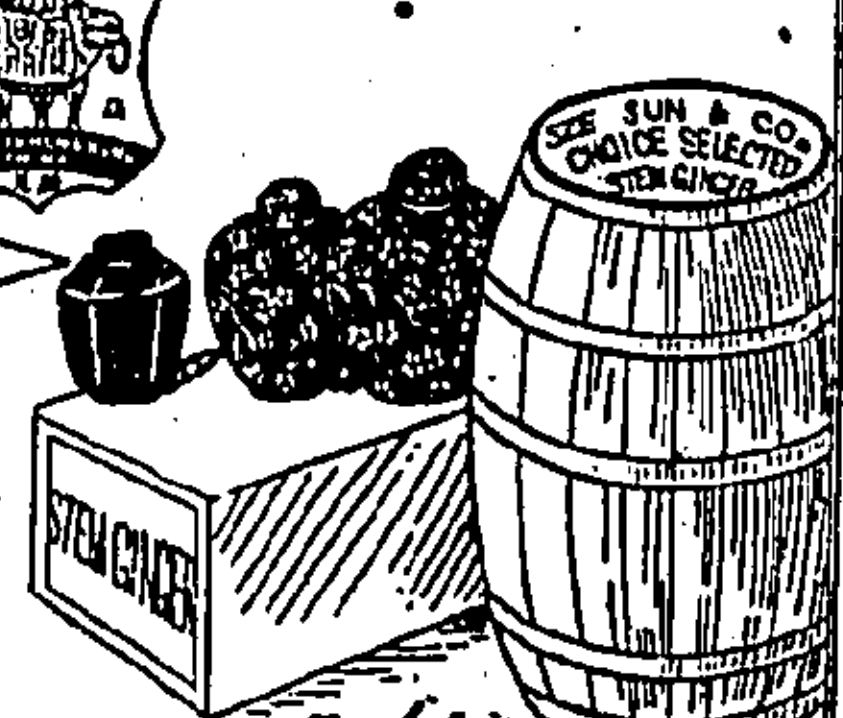
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Hong Kong, Thursday, Feb. 7, 1929.

CHINA NEW YEAR THOUGHTS

On Saturday, China New Year
Eve, the air shall be split with
noise to warn off demons and to
tell of joy over one more year
that is safely by. Late that
night, the process will be repeated
to speed the parting and to
welcome the new. Then "Kung
hay fat choy." Red papers all
about and clothes that look new.
Debts paid, praise be—say what
the alarmists will—and a clean
sheet to start on. Feasts, and the
warming up of old friendships.
What countless tens of tens of
tens of times have these things
been seen, new years in number as
great as waves that have washed
Waglan, and with how small
effect. Waglan still stands sentinel
to Hong Kong and the Chinese
race stands rocklike in its attitude
towards the first day in the
old lunar calendar, in spite of the
politicians' dictum. The Water
Authority has kindly notified, as
of yore, that water will be available
to-morrow. The Chinese maid
of the house, though Hong Kong's
prosaic rider, remains replace the
ancestral wells of rural China, will
draw her supply in a special way.
The busy man, not caring what
the lady M.P.'s say about her in
the House of Commons, will sweep
the home with extra care. The
kitchen god will be re-enthroned.
The main door will be sealed up
with good omens and opened in
the morning with lucky words.
Cash will be offered to infants
—and taken—on Sunday by way
of insuring their maintenance for
twelve more moons. Much depends
upon a fair start. In this the
Chinese are in no wise peculiar.
World-wide and time-long is
the liking of men for auspicious

beginnings. The Lord spoke into
Moses and Aaron of old concerning
their respect toward the first
of the year, fitting the day to a
deed, rather than the deed to a
day. General and of good vintage
is the human desire to clean the
slate and begin anew. With this
in mind, it is conceivable that administrators
should wish to destroy
customs, just as men should
set up a new alphabet (as in
Turkey) or burn libraries—
though not in the spirit of Alexandria,
or Louvain, or Cork. Imagine Shakespeare
and Cervantes and Rabelais and the Bible
still unwritten, and all they say
left to say—what joy for modern
minds and pens co-ordinate! What
if the scholars saved none of
China's literature from Chun
Chee Wong? If these crackers
clear the memory for us, of lapses
we would forget, their welcome is
assured.

To begin life again, with a vast
number of prejudices and habits
jettisoned, as the Chinese will begin
business next week, what a
boon were that! The division
between year and year is arbitrary
and unreal; and it is only the
spirit in which men recognise
and observe it that is real. It is
this spirit, so manifest among the
Chinese every time New Year
comes along, that is miraculously
eternal, as wonderful as hope, as
beautiful as good intention and
well meaning. It is a demonstration
of faith in the possibility of
renaissance, symbol of seedtime
and harvest, life and death. It is
as though the Chinese recognised
and confessed a truth that is
not Confucian, namely, "Except
ye . . . become as little children."
For that is the obvious
meaning and moral of China New
Year, to be cleansed of adult mistakes
and sophistications, and begin
again, simply, hopefully, as a
little child begins.

One of the possible achievements
of radio may be the receiving
of the voices of antiquity. The
vibration once broadcast is to be
picked up anywhere, always at the
same rate as when set forth on
its journey. It is also a principle
of physics that two vibrations can
occupy the same space at the
same time. Just as two electrons
can. All vibrations ever sent out
are probably everywhere present
in their entirety, just as they were
at the beginning. It is not improbable
that there will be receiving
sets that will pick up the
voices of the past. Washington
Post.

Ten more cases of small-pox
were notified to the Medical Officer
of Health yesterday. Three came
from the city registration
district and seven from Kowloon.
There was also a case of enteric
fever (typhoid) from the city.
All the patients are Chinese.

Receipt is acknowledged, with
thanks, of a striking wall-calendar
issued by the Pennsylvania
Railroad Co. sent by Messrs. Thos.
Cook and Son, Ltd.

Yeung Luk, a married woman,
left \$86,500 in the Colony. She
died at No. 10, Caroline-road.
Probate of her will has been granted
to Cheung Tao-shi, of the same
address.

The annual meeting of Hong
Kong Tramways, Ltd., will be
held in the board room of Messrs.
Jardine, Matheson & Co., Ltd., on
March 1 at 12 noon. The company's
transfer books will be closed
from Feb. 15 to March 1 inclusive.

Mrs. Maria de Lourdes Anna
Silva Jorge, late of No. 21, Jordan-
road, Kowloon, who died on
Dec. 20, 1928, left local estate
valued at \$25,000. Probate of the
will has been granted to Mr. G. A.
de Pinna, of No. 29, Jordan-road,
and power is reserved for making
a like grant to Mr. F. J. M. Jorge,
at present a minor.

Pleading that "temptation was
too much for him," a Chinese
"boy," who wanted some money
to spend at Chinese New Year
time, admitted to Mr. Wynne
Jones, in the First Court at the
Central Magistracy that he stole a
pair of Chinese shoes from a shop
in town. He was ordered 14
strokes of the rattan.

A Chinese yesterday walked
into the Queen's Theatre and stole
an electric bulb. He was seen
and chased by a ticket seller. The
thief dashed down the lane between
Queen's Dispensary and
Whiteaway's, where he was intercepted
by Mr. K. M. Omar, and
handed over to a policeman. Before
Major C. Willson, O.B.E., at
the Central Magistracy this morning,
the thief was sentenced to 14
days' hard labour.

We have received from the
Java-China-Japan Lijn a copy of
"Tourism," an interesting bi-
monthly bulletin of information
relative to travel in the Dutch
East Indies, published in English
by the Official Tourist Bureau, an
organisation under the supervision
of the Government of Netherlands
Indies, at Weltevreden,
Batavia, Java. The little magazine
contains some very interesting
information and is well illustrated.

A verdict of justifiable homicide
was returned by a Coroner's jury,
which sat with Mr. E. W. Hamilton
at the Kowloon Magistracy
yesterday afternoon, to inquire
into the death of a Chinese
suspect who was shot by Police
Sergeant Williamson on October 18.
Following a robbery and murder
in the Yaumati typhoon shelter,
the police "rounded-up" old
offenders, when the deceased
was found acting suspiciously
at a late hour. He dis-
regarded a challenge from the
picket and was fired at by the
Sergeant, with fatal result.

SHIPWRIGHTS' RULES

REORGANISATION AND NEW RULES

The new general rules of the
Shipwrights' Society have now
been certified by the Registrar
General, and came into operation
on January 1. They provide for
the payment through the society's
branches of state unemployment
and maternity benefit, instead of
through the employment exchanges.
Also for a full time executive com-
mittee of five, instead of a part-
time executive of seven as at present.
In addition, the areas of the
full-time district technical advisers
have been re-arranged so as to
enable the numbers of technical
advisers to be reduced by one-third.

Superannuation benefit is to be
limited to payment for five years
only. This was introduced as a
temporary measure last year, in
view of the financial position of
the society, and has already had
the effect of halving the society's
overdraft at the bank. In this connection,
it is of interest to note
that the Bollermakers' Society are
also feeling the very heavy drain
of paying superannuation benefit,
and the members of the Bollermakers'
Society have sanctioned the
calling of a national council with
a view to full consideration of the
financial position of the Society.

Nominations for the positions of
general secretary and assistant
secretary of the Shipwrights'
Society are being asked for,
and the new officials will
probably be in the saddle of East-
er. In the meantime, the executive
has appointed Mr. W. Frank
Purdy as acting general secretary
in the vacancy caused by the death
of the late Alexander Wilkie.
Elections for the new executives
will follow, and then the re-
arrangement of the delegates' areas
will take place.

These economies are necessary
owing to the long-continued de-
pression in the shipbuilding indus-

TEACHER-MARRIES

MR. J. S. SHAK OF SACRED
HEART COLLEGE

RECEPTION IN S. C. A. A.

Mr. Joseph Stephen Shak, head-
master of Sacred Heart College,
Kowloon, yesterday, to Miss
Rebecca Chung, the daughter of
Dr. and Mrs. Chung Chun-san.

The Rev. Father Paul, assisted
by the Rev. Father G. M. Spada,
official.

Dr. Chung Chun-san led his
daughter to the church. Dr. Tang
Yee-yuen was best man and Mr.
Leung Tuen-sheung acted as
groomsman.

The bride wore a dress of silver
thread silk and carried a bouquet
of white roses. The Misses May
Chung and Sophy Chung, who
were the bridesmaids, wore blue
satin and carried red roses. The
Misses Jean Lee and May Chung
were the flower girls.

Mrs. Joanna Shak, the bride-
groom's mother, was present, as
was the bride's mother, Mrs.
Chung.

After the ceremony, the recep-
tion was held in the Rosary
Church Hall. The marriage ban-
quet was laid in the premises of
the South China Athletic Association.

Many Guests Invited

Among the guests invited were
Bishop Valorta, the Rev. Father
Spada, the Rev. Father Noval,
Mr. A. E. Wood (Director of
Education), Mr. R. A. D. Forrest,
Mr. W. B. Finnigan, Rev. Father
Shak, Captain and Mrs.
A. W. Austin, Mr. Yu Wan,
Mr. Law Yan-pak, Mr. and Mrs.
F. W. Black, Mr. O. W. Luke,
Rev. Father Banchio, Rev. Father
Rossi, Mr. Choi Kin-yung, Mr.
and Mrs. W. E. Hollands, Mr. H.
Dixon, I.S.O., Mr. and Mrs. Li
Yat-choy, Inspector and Mrs.
F. W. James, Commander and
Mrs. F. H. D. Byron, Rev. Brother
Marcian, Rev. Brother Almar,
Miss Betty Tillman.

The honeymoon is to be spent
in Macao. The bride's travelling
dress is of purple embroidered
satin.

The bride's gift to the bride-
groom was a diamond ring, and
the bridegroom also gave the
bride a diamond ring.

CONGRATULATIONS

TO THE RECENTLY-APPOINTED
INDIAN A.S.P.'S

At the Hong Kong Hotel roof
garden yesterday afternoon, the
local Indian community gave a re-
ception for the purpose of offer-
ing their congratulations to Khan
Sahib Nawab Khan and Sirdar
Sahib Mohinder Singh, on their
recent promotion to commissioned
rank as Assistant Superintendents
of Police in Hong Kong,
—they being the first Indians to
receive the distinction in the history
of the Hong Kong Police
Force.

There was a large attendance,
and Mr. U. Ramjann, representing
the Indian community made the
congratulatory address. He was
supported by Mr. M. P. Talati,
representing the Parsee community.

The Hon. Mr. E. D. C. Wolfe,
C.M.G., also spoke, ex-
pressing appreciation of the ser-
vices of the two Indian officers.
Both the guests of honour replied
suitably.

GAOL SONGS

TEARS AND LAUGHTER
AMONG PRISONERS

More than 100 women prisoners
at Holloway Gaol N., as a special
Christmas treat attended a con-
cert given by the Barclay Jones
concert party.

It was held in a ward with cells
opening out of either side.

Two piano solos set the applause
going and the climax came with
two pantomime songs. The pian-
ist broke into "Constantinople."
Every woman and girl seemed to
know it, feet beat time, heads
swayed to the music, and then
came the rousing chorus, whole-
hearted and laughing.

But there was the pathetic side.
As the words she had heard so
often outside prison came back to
her, a young girl wept quietly.
Her neighbour, a girl of her own
age, gently took her hand and pat-
ted it affectionately, and before
the end of the song she was sing-
ing cheerfully.

And were carried by a very
large majority of the members at-
tending the special meetings.

In spite of the death of Mr.
Wilkie, the executive has retained
the special rule in the new
book appointing him as Consulting
Adviser to the executive. "As a
tribute to the life's work of
Alexander Wilkie as the founder
and builder of the association,"
the retention of this now neces-
sary rule will be appreciated by
all who came into contact with the
personality of "Sandy"
Wilkie.

TALKING MATCH

THE MAN WHO RAN OUT OF
WORDS

HANDICAP FOR WOMEN

The championship "noun-and-
verb riddle" at the Seventy-first
Regiment Armory, New York,
ended a 24 hours contest recently
with the loss of only one contestant.
Loyal T. Lucas, said to be a "a
thespian by profession," was dis-
qualified by the judges in the morn-
ing after he had spent a bad hour
trying to think of something to say.
Accustomed all his life to the ap-
plause and the glare of footlights,
he grew more and more inarticulate.

When his downfall became ap-
parent to the judges and he was
warned not to rest, even the Con-
stitution, the Bible and the treatise
on the metamorphosis of the club-
tail Glyptodont failed him. In de-
spair he turned to Shakespeare,
but the sight or print was distasteful
to him and he stepped to the
edge of his platform, determined
to speak.

"Unaccustomed as I am, ladies
and gentlemen," he began, gulping
nervously, "Whereas" and "In the
beginning" and "When in the
course," were as futile as Lucas
plumped back into his chair frus-
trated and beaten. This was
against the rules and the judges
ruled him out. Lucas's speech re-
turned then, but it was too late.

Others Also Troubled

Other contestants for the \$1,000
prize and the title also were having
trouble. Andrea Di Giurco, whose
terrific singing and laughter for the
first twelve hours of the contest
drowned the mummings of the
others, was a subdued figure, con-
tent to make what noise he could
by munching on hard cough pastilles.

Di Giurco shocked Promoter Cran-
dall, who believed he had thought
up the first talking contest. Di
Giurco, in explaining why he was
so confident of winning, said that
he had been in such contests before
in Italy. He knows his capabilities,
he said, and allowing some handicap
to the women entries, couldn't lose.

Miss Gertrude Davis of Somerville,
N. J., started rather in-
auspiciously, reading in a low and
timid voice from Evangelina and
Swinton's Fourth Reader. She
switched to Miss Standish and at
the end of the day confessed that
she had no idea Longfellow could be
so fatuous.

Confidence arose in the chances
of Allan D. (Captain Smoke)

Risley, billed as a seafaring man
and a student of psychology. Cap-
tain Smoke was born in Humboldt,
Kan., with an instinct for water
and boots.

Smokes as He Talks

He draws continually on a long
odorous pipe. Failing to attract
attention with his plan for a new
science to be called homoculture
(closely allied to biology), the cap-
tain went over to the questions of
prohibition and ridiculed Mr. Miller's
idea, the one which won the \$25,000
prize. "Smoke" announced that he
had a prohibition idea that "can't
fail to win the approval of Dr.
Nicholas Murray Butler."

Professorial and fully determined
to win, is Sirrressor F. M. Wilkes-
barr, S. S. M. M. Lord of Interpretations,
Master of Metemorphology,
and the demi-god of the demi-
damned. "Coliner of more new
words than any man in the world"
and manufacturer of epigrams
"transcending the wit of Shakes-
peare," the Sirrressor is a reticent
but honest man.

The rules of the contest allowed
entrants to take off time for sleep-
ing whenever they pleased, but few
availed themselves of this clause.
The total number of talking minutes
was to decide the winner.

LOOKING AFTER THE SPRINGS

The average motorist, however
careful he may be of other com-
ponents of his car, is strangely
neglectful of the springs. He
seems to think that by some mys-
terious dispensation of Providence,
these are endowed with a
perpetual facility for looking after
themselves once they are placed in
position on the car. This, of
course, is by no means the case,
and the consequent neglect which
they experience means loss of
comfort and efficiency.

Proper lubrication of both
springs and shackles plus is essen-
tial. So far as the springs them-
selves are concerned, it is advis-
able to fit them with gaiters. The
efficiency of the springs rests upon
the frictional movement of the
leaves one against the other. If
they are permitted to become rusty
or clogged, movement is limited,
or, possibly, entirely suppressed.
The function of the gaiters is to
protect the springs from weather
influences, and, in addition, auto-
matically to lubricate them.

Looking for the A.D.C.'s pro-
duction of "On Approval" will
open at Messrs. Anderson's to-
morrow. (See announcement on
page 16)

"FETTERS OF FREEDOM"

Religious And Scientific Truth

NO CONTRADICTION

A Few Preliminary Principles

Fetters of freedom! Yes. Fetters are essential to freedom. The police force, the judiciary and the prison, when used according to the laws of justice, are the guarantee of the nation's freedom, because they put fetters on the freedom of the individual in the interest of the common good. In that sense it is true to say that Sing Sing prison is as truly a symbol of freedom as the Statue of Liberty. When freedom comes to mean liberty to do what I like, it ceases to be freedom and becomes tyranny or lawlessness or licence.

Reason, too, has fetters: I have the right to use my reason in a search for truth. Truth once found, there is a fetter on my reason. I may not now deny the truth. If I speak falsely of another, I may have to pay the penalty for libel. If I bear false witness, I may pay the penalty for perjury. Clearly, reason has its fetters also—it is fettered by truth.

There can be no contradiction between religious truth and scientific truth. One would imagine that this proposition should be self-evident to everyman. Truth is one. We may speak truth by different ways, but the results, if they are truth, cannot be contradictory. A thing cannot be at the same time true and false.

"The Conflict"

It seems to me that most of the nonsense that is talked about the conflict between religion and science comes from the fact that many people never think of religion as truth. The Hon. Bertrand Russell recently defined faith as being most often "a determination to retain some belief in the teeth of all evidence to the contrary." He quite rightly said that the thing he thus defined "is not a virtue at all, but quite the contrary." But the thing he thus defined is not faith at all but credulity—which is a very different thing. It is obvious that if this thing were faith, there would be a contradiction between faith and science (and indeed between faith and reason). Faith in the proper sense of the word is a free assent to some truth because I have thoroughly satisfied myself that the authority, in whose word I have received it, had certain knowledge of the fact and spoke the truth. If you can shake my assurance on either of those two points, I will consider your evidence. If you cannot, then all your other arguments are of no avail. My object in this lecture is to show that a man who acts thus is not only not "a third-rate intellect," but that he is taking what we acknowledge in our daily life to be the safest, the surest, and in many, perhaps most affairs of life the only one that he can take.

Many Roads to Truth

But first a few preliminary principles.

There are many roads to truth. Some truths are so self-evident that I cannot even deny them without supposing them to be true, e.g., "I exist," "My mind can know truth," "Whatever is, is." There are not many such truths.

Other roads to truth are my senses, my memory, my reason. Each of these can give me, truth so certain that no man can persuade me that I am wrong. You are certain that there is someone on this platform, and that he is speaking. Not all the scientists on earth could persuade you to the contrary. But are you so certain that the man you saw at fifty yards distance on the road last night was Tom Jones, as you thought, and not his brother Peter who is like him? Someone wrote to the papers the other day that a man cannot doubt the evidence of his senses. I wonder is that always true?

Again take memory. I have no doubt about the number of the house I am living in. Am I quite so certain that I remember rightly the telephone number of my friend Jones? Am I certain that it is 1478 and not 1487?

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with all the
parts and
instructions
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Again take reason. "All Englishmen speak English. But Jones is an Englishman. Therefore Jones speaks English."

The argument is compelling if the first two propositions are true. But I try again:

"All Englishmen speak English. But Sandy MacPherson speaks English. Therefore Sandy MacPherson is an Englishman." (Just ask Sandy!)

The argument and the conclusion are false although the first two propositions in this case, as in the first, are both perfectly true. When the argument becomes more complicated, you can see that error can more easily occur.

The Scientist's Road

Let us now consider the scientist's road to truth, the method of inductive reasoning, as it is called. It is a method by which, from a comparatively small number of cases which I examine, I conclude to all cases of the same kind.

Again it is perfectly legitimate method of acquiring truth, if properly applied, but you will easily realise that it is open to even greater dangers than those we have already considered because of the greater difficulty in being certain that it has been properly applied. I see an oak bearing acorns and I conclude that acorns always come from oaks. I have quite rightly argued from one particular instance to a general conclusion. I see ten oaks and in all cases they are growing on the sides of hills. I conclude that oaks will grow on hillsides only and I am wrong. Why does one example give me certainty while ten examples have led me into error? Because the method has not been rightly applied in the second case.

In the natural sciences the general principle which gives me a right to draw a general conclusion from a few examples is that similar natural causes under similar conditions, produce similar effects. The whole crux is in finding the cause and the conditions. What I thought to be a cause may not be the cause at all but only an accompanying circumstance. Thus at one time people thought that meat corrupting generated life because whenever meat corrupted life appeared upon it.

Nor is it always easy to be sure that we know all the conditions within which alone our conclusions will be valid. I see a stone and a feather fall and I conclude that a feather always falls more slowly than a stone, which is false as a general conclusion because they will fall at equal speeds in a vacuum.

Scientist's Experiments

To obviate these difficulties scientists repeat their experiments under different conditions, but it must be clear to everyone that this method of attaining truth (while it is the only one available in many cases) requires more time and is more liable to error than the others which we have considered. At any rate it is, of all methods, the least practical for the affairs of daily life. The glory of science is that it has been able to do so much with so difficult an instrument. But it is foolish to suppose, because a conclusion has been reached by science, that therefore it must be true, and it must be stated in all fairness that the great scientist is rarely guilty of such dogmatism—and more rarely now than half a century ago. Science, like a man maturing into middle age, is beginning to realise that "none of us is infallible—not even the youngest."

I now pass to another principle. We have frequently to reject a conclusion derived through one of these methods, because another of them shows that conclusion to be false. To take a few examples:

I work out a problem in arithmetic. I am using reason. Then I look up the answer in the book and conclude that I am wrong. Faith in the book has triumphed over reason.

I pass Jones in the street and he does not return my salute. I ask him with it and he tells me that he was not in Hong Kong at all that day. "Well I would have sworn that it was you." But I accept his word for it. Faith in Jones has triumphed over the evidence of my senses.

A scientist digs up a skull, examines it and proclaims it as belonging to some pre-historic man. The local peasants prove that it belonged to a soldier who was buried there only fifty years ago. Faith in the peasants' story has triumphed over science. You will scoff at this example and reply: "Not so, but over science 'improperly' applied." But the peasants did not know that

They simply knew that they were right and they did not even take the trouble to examine the scientist's arguments before laughing him to scorn.

"Over science improperly applied." Exactly! In other words the principles so far established are these:

1. There are many roads to truth of which science is but one.
2. Each can give certainty if properly applied.
3. If I have certainty by one method, I am within my right in rejecting without further reason the evidence brought forward by another.
4. In doing so, I am casting no slur on the method, but on its application in this particular case.

Faith

We now come to faith. All social life is based on faith, i.e., reliance on another's word for the truth of something which either I do not wish or am not able to discover for myself. The relations between parents and children, pupil and teacher, patient and doctor, client and lawyer, cook and his master—at all the million and one points where human lives meet and mingle—prove that there is only one foundation for society and that is the persuasion that I can accept truth on the authority of another. Our law-courts live by faith; our books and newspapers thrive on it; conversation would be impossible without it; it is the beginning and the end of all study of the past.

What does it all mean? It means that day in, day out, I am accepting truths as truths, not because I see their truth, not even because I understand them (which I often do not), but simply because I have them on a reliable authority (and note that the reliable authority—in certain matters may be my cook or my cook's boy).

Furthermore, as we have already seen, we are constantly rejecting the results of our own reasoning in deference to information got by faith. Every man who consults an expert is prepared to do so, if he can get an opinion better than his own. Is he a slave for doing so? Is he a third-rate intellect? Yet, in spite of all that newspaper correspondents have written to the contrary that is the charge which Rationalism brings against religious belief.

What is the foundation of authority or faith? It is this—that I will accept truth on the word of another if I am satisfied that he has the knowledge which I seek, and that he is speaking the truth. If I have such a man I reckon myself fortunate. It is a short-cut to truth.

Furthermore, the more difficult the matter and the less I know about it, the more ready am I to consult a man who knows. Two conditions and two only do I care about:

(a) Has he got the knowledge I am seeking?

(b) Will he give it truthfully?

If you grant me that a religion which can prove its claim to be the mouthpiece of the Living God, can justly claim assent to those teachings which it has on God's authority, you have granted me all I ask for in this lecture. Whether there is any religion in the world to-day that possesses these credentials is a further question and outside the ambit of this lecture.

Schopenhauer's Views
I shall conclude by reading for you what that great German philosopher, Schopenhauer, had to say on the cheap sneers at philosophy and religion in his way:

"These gentlemen of the crucible and the retort must bring it home to themselves that more chemistry may enable a man to be an apothecary, but that does not make him a philosopher. Certain kindred spirits among the naturalists, too, should understand that a man may be a consummate zoologist, have the sixty sorts of apes strung together in perfect order, yet knowing nothing besides, except a few scraps of his catechism, be, on the whole, an ignorant man, merely one of the vulgar." This, however, is a common case in the present day. People set themselves up as teachers of mankind. They have studied chemistry or physics or mineralogy or zoology or physiology, but have studied nothing in the world besides. They put alongside this the only other knowledge they possess—the little of the catechism, that has stuck to them since their school days. If the two pieces will not fit well together, they immediately set themselves to scoff at religion, and by and by sink down into insipid, shallow materialism. That there was once such a man as Plato or Aristotle, or Locke or Kant, they have, perhaps, heard at school—but then these men did not handle a crucible, nor did they ever stuff an ape; it is not therefore worth while becoming better acquainted with them. So the results of 2,000 years' intellectual labour are flung out of the window, and from their own abundant mental resources, with their catechism in one hand, and their crucible, retort, or list of monkeys in the other, they set themselves to preach philosophy to the

public. They deserve to be told roundly that they are ignorant, that their discourse cannot be listened to till they are better instructed. In fact, all these silly, childish Realists who come forward to dogmatise about the soul, God, the origin of the world, atomism and so forth, just as if the *Criticism of Pure Reason* had been written in the moon and no copy of it had yet reached the earth; belong to the uneducated vulgar. Let them to the servants' hall and there make show of their wisdom." (*Ueber den Willen in der Natur* 2nd Edit.).

Memorable Words
Happily not all scientists are such. The great Pasteur wrote these memorable words:

"It is because I have thought and studied much that I have kept the faith of a Breton; If I had thought and studied more I would have reached the faith of the Breton woman." (*Revue des Questions Scientifiques* Vol. 39, p. 385).

Fabre, Father of the Insects, once an agnostic is the author of the following:—"After 37 years of thought and observation I say not merely that I believe in God—I can even say that I see Him."

IN OTHER PLACES**CHRONICLES FROM JAPAN TO JAVA**

The appointment of Major Hudson V. C. as Staff Officer to Local Forces (Straits Settlements) has been approved by the Secretary for the Colonies.

Three months leave of absence has been granted to Mr. Justice R. D. Acton. Mr. W. Burton has been appointed to act temporarily as a Puisne Judge for fourteen days from Jan. 28, says the "Singapore Free Press."

The Temple of the Moon, outside Fuchengmen, and the Ertaiatan, south of Tienchiao, outside Chienmen, Peking, will be converted into public cemeteries, says the "North China Standard." This is at the suggestion of the directors of public safety, public works, and sanitary, who have been entrusted by the municipal government to find spacious places as the graves.

Home-going coolies are coming south like a tide from Manchuria. The "Manchuria Daily News" says that during the past two winters, chiefly owing to the civil war raging in Shantung, etc., very few coolies cared to return to their home folks for the old Chinese New Year holidays, but this year, Shantung, etc., having been restored to perfect quiet, a steady stream of home-going coolies is entraining at Changchun where each train is now supplemented with second or third class cars expressly for the sake of the home-goers. Such coolies arriving at Dairen average from 1,500 to 2,000 a day. They will be seen tramping together to the wharves from the Dairen Station in a medley group, stopping at doss houses when forced to do so to wait for their steamer to set sail.

Mr. M. F. Perkins, Counsellor to the U.S. Legation in Peking and formerly Administrative Consul in Shanghai, has (says the "Sinwan-pao") been appointed by Mr. J. V. A. MacMurray, Minister, as his personal representative in Shanghai and Nanking. Mr. E. S. Cunningham, the Consul General, states that this is not improbable, but he has heard nothing officially.

Dr. Henry T. Hodgkin, who was to leave China permanently on Feb. 6, was the leader at the weekly prayer meeting of the Shanghai Missionary Association on Feb. 4, 23 Yuen Ming Yuen Road. Dr. Hodgkin is travelling via Siberia to America, where he is to have charge of a new graduate school of religious education, to be established in Philadelphia by the Society of Friends.

As no official orders have yet been received by Kiangnan Arsenal to suspend work on the manufacture of munitions, in accordance with the decision of the Disarmament Conference, and transform it into an agricultural implement factory, the head office at Kaohsiung-miao and the branch at Lung-hua will continue to function as usual. Arrangements are, however, being made to dismiss a large number of workers, says the "N. C. Daily News."

As already announced in the "Malay Mail," Kuala Lumpur is to have an automatic telephone exchange. The scheme has been under contemplation for two years, and now arrangements are being made to provide an area of approximately 16 square miles with the automatic system. Although Kuala Lumpur will be the first district in Malaya to be so equipped, the system is by no means a novel one. Already there is a small private automatic exchange in use in the Federal Secretariat building, whilst at Home many of the larger cities and towns are so equipped.

A rather strange experience befell a Singapore gentleman and a lady who were out sailing about three miles off the island on a recent afternoon. There were no boats of any kind in sight when they suddenly heard shouts and discovered to their amazement a Chinese in the sea. Putting about they threw him a line which he managed to grasp and was pulled aboard. They were just about to make for shore when another cry attracted their attention, a fainter shout this time, and they discovered another Chinese who was much nearer his last efforts to keep afloat than the first. He too was got aboard and the two men, although they only spoke Teochow, made it understood that there was a third man in the sea. A long search, however, failed to find him and the rescued men were taken ashore to the Yacht Club where they received attention and were sent off to hospital.

NOTICE**CHINESE NEW YEAR HOLIDAYS
FEBRUARY 10 TO 13 INCLUSIVE**

As our Stores will be closed for the Chinese New Year Holidays from February 10 to 13 inclusive, customers are kindly requested to send in their orders early so as to avoid delay in delivery which may occur owing to pressure of work on Chinese New Year's Eve.

Stores Open on Feb. 9 Till Midnight.

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JUNGLE DRUMS—PATROL

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9121 THE THISTLE—SCOTTISH AIRS
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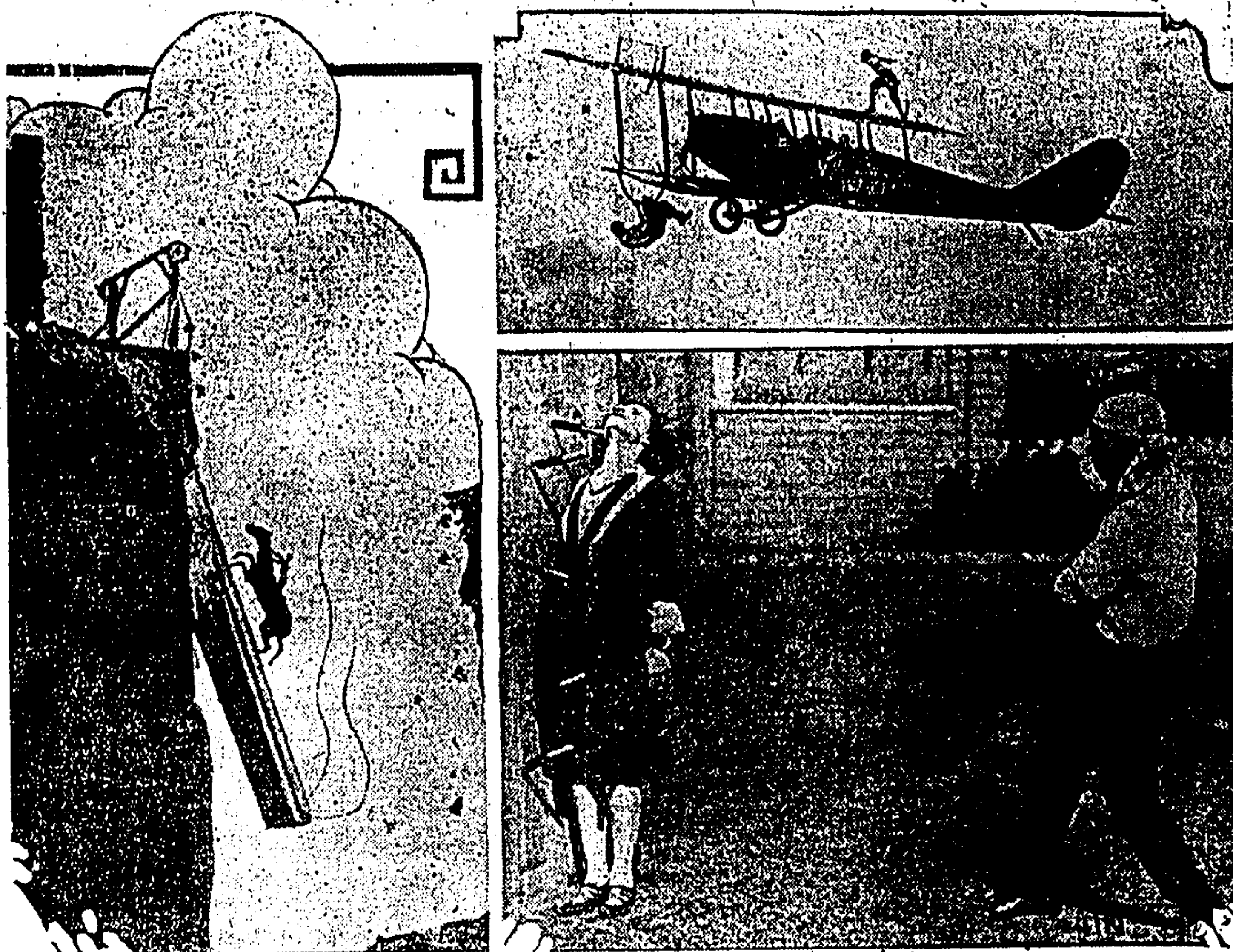
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WORLD NEWS IN PICTURES.

Thrills of 1928!



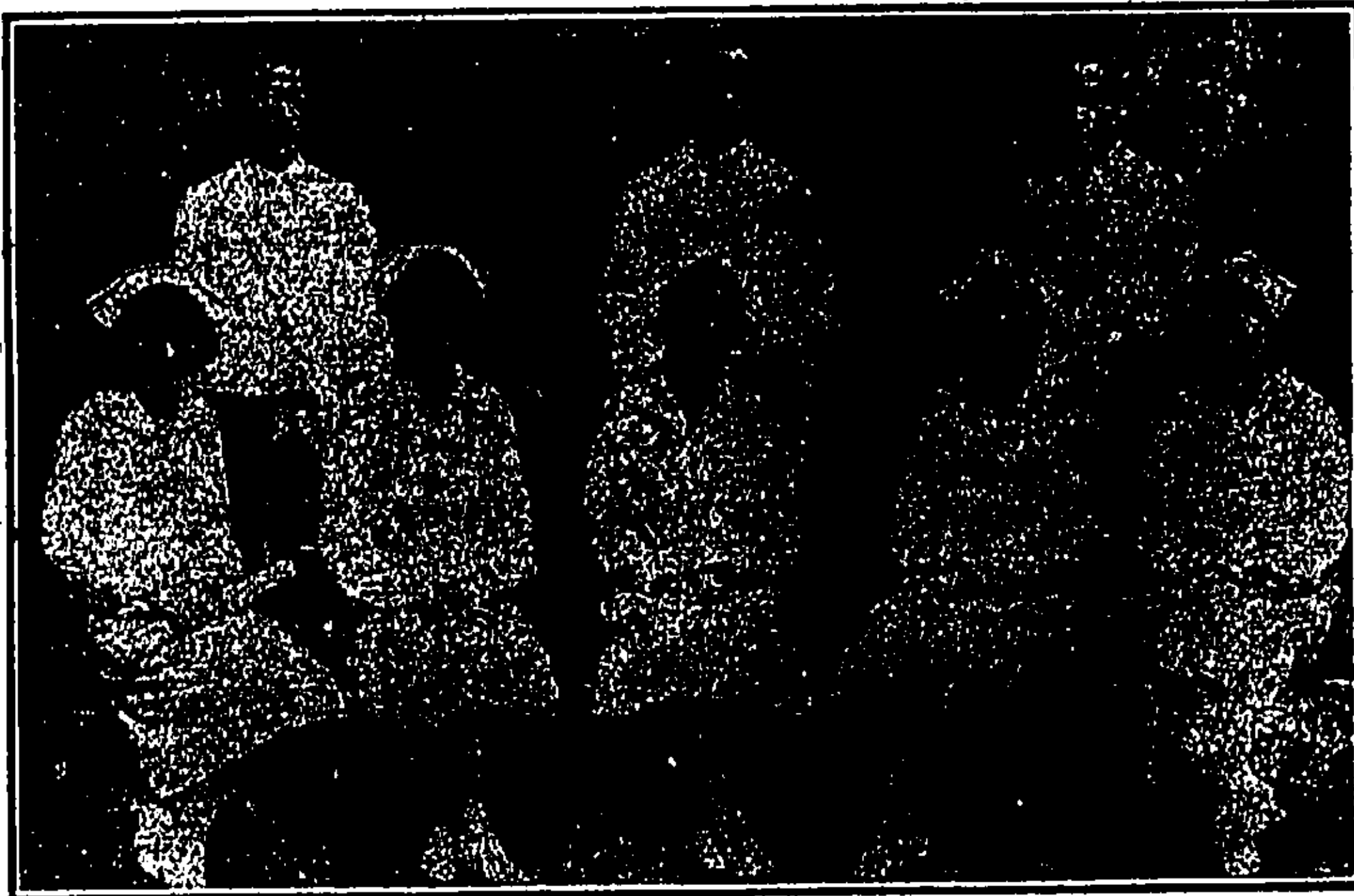
There has sprung up a class of nervous human beings who deal in "thrills" as a means of earning a living. The above photos illustrate graphically some of the "thrills" of 1928. Left: Harry Paol, a German daredevil, hurtling with his horse from a broken bridge during the filming of a motion picture in the Rhine country; top, Wesley May, wing-walking while his partner, Clarence Dragoner, pilots a plane two miles above the earth, and, below, Janet Ford crouching against a board fence as Steve Clements outlines her figure with gleaming knives.

With a Tiger's Head



Mrs. Katherine T. Condict, a lineal descendant of John Alden, seen here with a tiger's head. She is accused by her husband of abducting their child.

Shanghai Sanitarium Graduates



The graduating exercises of the Shanghai Sanitarium School of Nursing were held at the Seventh Day Adventist Church on Range-road recently, when the graduates shown in the above picture received their certificates. The Sanitarium has at present three classes in training with a total of 30 students.—(C. H. Wong.)

President of Bolivia



President Hernando Siles of Bolivia.

French Deputies



M. Pernot, the new Vice-President of the French Chamber of Deputies, who has assumed his new post.

Their Second Honeymoon



Mr. and Mrs. Morton Hoyt, of New York and Washington who surprised the "400" smart set by suddenly re-marrying after eight months of divorce. They left immediately for Florida on their second honeymoon. The second ceremony was performed in the "Little Church Around the Corner" in New York on Christmas Eve.

Seeks a Title



French Belanger, who, after soundly defeating Steve Rocco in Toronto, is out for a match with Corporal Ray Schwartz, the world's champion fly-weight boxer.

Brazil's President's Son



COUNT THE "MAILS"

THEN LOOK AT THE READER
AND YOU WILL SEE THAT HE IS A MAN
WHO CAN AFFORD TO BUY
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE
In a Newspaper That Reaches the People Who Can
Afford to Buy Than to Advertise in a Paper That
Reaches People Who Cannot Afford to Buy.

LOOK AT THE READER
Before You Decide Which Paper Shall Carry
Your Advertisement.

THE "MAIL" CLAIMS

THAT IT REACHES THE BUYER.

THEREFORE

ADVERTISE IN THE "MAIL."

QUALITY CIRCULATION.

The following is an extract from a
recent issue of "The Music Trades
Review":—

"There is an increased tendency
among advertisers to have more
regard for quality of circulation
than for mere quantity."

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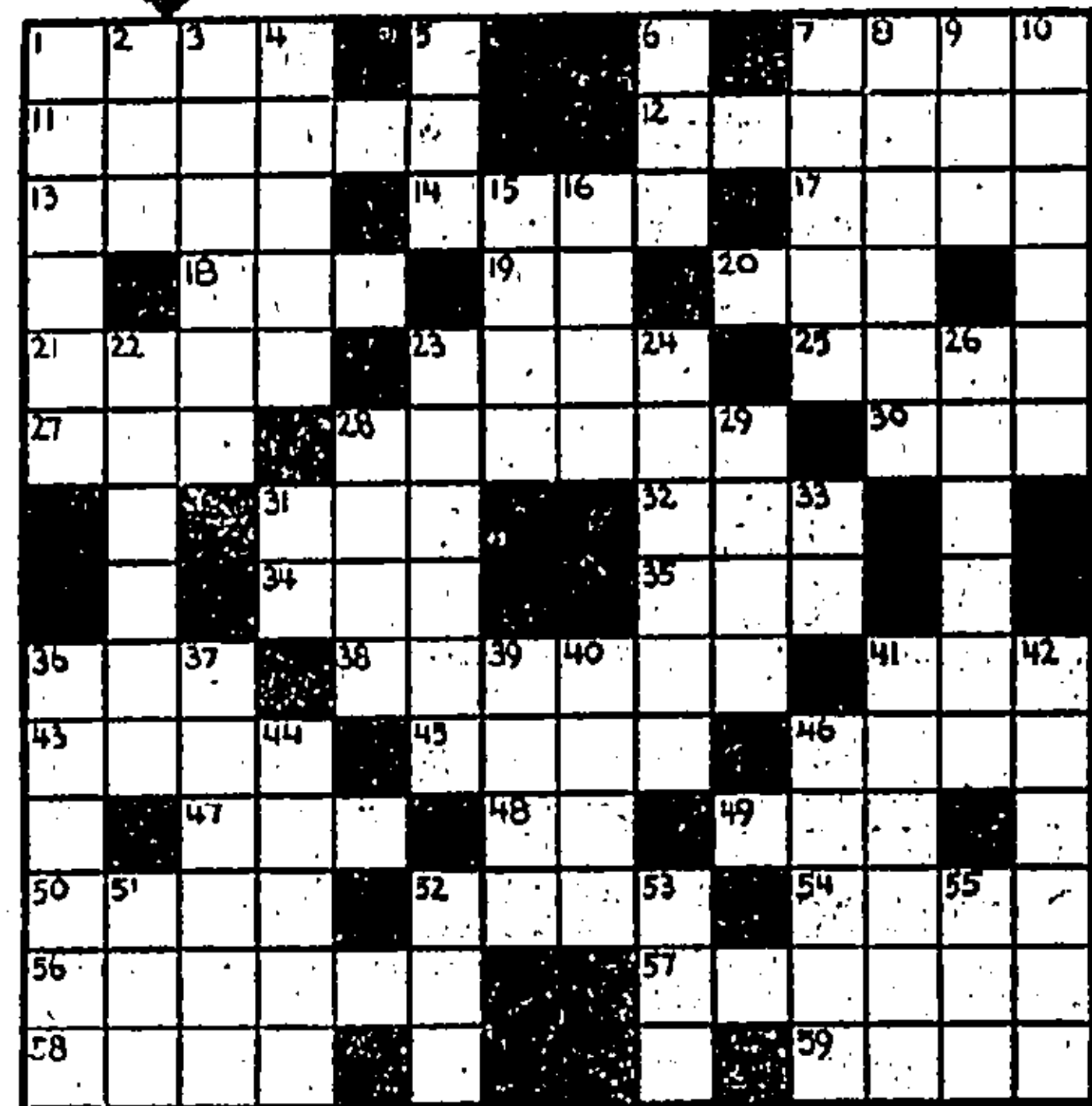
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Spread of arch
- 7-Wound with pointed weapon
- 11-Singer (pl.)
- 12-Imperial domain
- 13-Household pests
- 14-Merit
- 17-Price fixed
- 18-Support
- 19-Prefix meaning "with"
- 20-Tree
- 21-Ran away
- 22-Untruthful person
- 23-Bitter feeling
- 27-Organ
- 28-More unhappy
- 30-Prosecute
- 31-Insect
- 32-The ocean
- 34-Part of the foot
- 35-Stopping place
- 36-Person
- 38-Roving
- 41-Immure

HORIZONTAL (Con't)

- 43-Newspaper
- 45-Convulsive spasm
- 46-Uncovered
- 47-Human beings
- 48-Kid
- 49-Fled
- 50-Miracle covering
- 52-Boundary
- 54-Male deer
- 55-Whole
- 57-Lament
- 58-Repose
- 60-Vehicle on runners

VERTICAL (Con't)

- 10-Heavy wooden mallet
- 15-Sour
- 16-Thoroughfare
- 22-Surgeon's knife
- 23-Strate
- 24-Qums
- 25-Small sailing vessel
- 26-Plum
- 29-Torn
- 31-Fortified place (abbr.)
- 32-Article
- 33-In this direction
- 37-Forward payment
- 38-Dress
- 40-Encourage
- 41-A cloak
- 42-Crowded in
- 44-Deserve
- 46-Foundation
- 51-See (Scottish)
- 52-Encountered
- 53-Inlet
- 55-Hall

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will fill others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the island and Mainland is published:

Island	Feet
Victoria Peak	1825
Signal Station	1774
St. Patrick	1784
Mount Ledge	1725
The Peak	1805
Peak Hotel	1805
Tai Koo Sanatorium	1000
St. David	877
Bowen Road (Allerhead)	227
Tsimshui	2124
Ma Tau	2124
Tai Mo Shan	2124

COLONY'S WATER

STORAGE LESS ON BOTH SIDES OF HARBOUR

COMPARATIVE STATISTICS

On Feb. 1, 1929, the quantity of water in storage on both sides of the harbour was less than that of twelve months ago.

During January, consumption of water on the Hong Kong side was considerably less in 1929 than it was in 1928; but it was more on the Kowloon side in 1929 than in 1928.

The following estimates of the population on Feb. 1, 1929 (by the Water Authority) and the consequent per capita consumption per day always provide room for thought:

	Number of People	Gallons Used per head per day
Hong Kong	429,120	14
Kowloon	168,640	20.2

New Year Receipts

As from to-morrow, and up to Sunday, inclusive, a full supply of water will be available in the rider main districts of the Colony, on account of China New Year.

Strict economy should, however, be exercised.

Level and Storage of water in Reservoir on February 1, 1929:—

CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	1212' 11"	11' 8"
Tytam Byewash	25' 0"	28' 10"
Tytam Intermediate	2' 8"	2' 5"
Tytam Tuk	34' 0"	61' 10"
Wong Nei Chung	18' 3"	28' 6"
Pokfulum	22' 2"	25' 6"

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow"]

Storage in millions and Decimals of gallons.

	1928	1929
Tytam	259.32	268.70
Tytam Byewash	1.47	25
Tytam Intermediate	183.45	182.80
Tytam Tuk	729.00	334.84
Wong Nei Chung	112.00	4.79
Pokfulum	20.40	14.70
Total	1,227.84	803.89

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of January.

	1928	1929
Consumption	239.69	187.48
Estimated population	418,800	429,120
Consumption per head per day	18.4	14.0

Full Supply in all Rider Main Districts from 1st to 31st January excepting the districts West of Eastern Street on Intermittent Supply was given 1st-2nd January, 1929. Intermittent supply in all Rider Main Districts from 3rd to 31st January excepting 3 days 21st-23rd. A full supply was operated on account of Chinese New Year.

Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during January, 1929.

KOWLOON WATER WORKS LEVEL.

	1928	1929
Kowloon Reservoir	7' 3"	14' 10"
Shek Lai Pui Reservoir	10' 0"	4' 0"
Reception Reservoir	2' 2"	3' 7"

TO-DAY'S RADIO

BROADCAST BY Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is Z.B.W.

5.30 to 6.30 p.m.—Demonstration Programme.

7.45 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Columbia Records).

"Leonora (No. 3)" (Beethoven), Overture.

New Queen's Hall Orchestra.

"The Real Guy."

"Domestic Disturbances."

Talking by Billy Bennett.

"Lilac Time" Selection.

London Theatre Orchestra.

"Gipsy Dan."

"Leonora."

Baritone, Raymond Newell.

"Chopin's Nocturne."

Pianoforte Solo.

Leopold Godowsky.

"Robin Adair."

"Comin' Thro' the Rye."

Soprano, Doris Vane.

"Aida" (Verdi), Selection.

New Queen's Hall Light Orchestra.

"Dr. McGregor."

"The Engineer."

Comedian, Will Tyffe.

"I Am a Roamer" (from "Son & Stranger").

"Vulcan's Song" (from "Philemon & Baucis").

Bass, Robert Easton.

"Rhapsodie No. 2" (Liszt).

J. H. Squire Celeste Octet.

"Alfin Son Tuo."

"Spargie Un Amaro Pianto."

Soprano, Maria Gentile.

10.10 p.m.—News Bulletin.

"A Kanakane Love Lyric" (Ogil Mogul).

"The Tighest Man I Know."

Comedian, Billy Bennett.

"Clowns in Clover" Selection.

Piccadilly Revels Band.

God Save the King.

10.30 p.m.—Close Down.

HONG KONG HOTEL VISITORS

February 6, 1929.

Mr. G. Adair.

Messrs. D. G. Bruce, R. H. Beavan, J. D. W. F. Barnes.

Messrs. E. J. Carmichael, C. A. Calkins, Mr. and Mrs. F. McD.

Courtney, Miss G. Cope; Mrs. and Miss Carline.

Mr. J. C. Finch.

Messrs. A. F. Henry, F. H. Hill.

Mrs. M. Clifford Jones, Mr. J. E. Joseph, Miss Ira Jenkins.

Miss H. Lillie, Mr. John Lake.

Mr. J. Marines.

Mr. F. S. Odom, Mr. and Mrs. J. Owen.

Messrs. H. C. Pullen, D. C. Palfreeman.

Mrs. E. Roure.

Messrs. W. Vander Steen, R. D. Stewart, J. A. Scott, Mr. and Mrs. H. N. Sawyer.

Messrs. E. Timmerman, W. B. Tyler, E. Thomas.

Messrs. R. P. Whitham, R. W. Wyllie.



Why Have Rheumatism?

Drive It Out of Your Blood By Tonic Treatment With Dr. Williams' Pink Pills.

Because medical science is still puzzling over the causes of rheumatism is no sound reason why sufferers from this most painful and lowering malady should continue to endure its pains. The fact that Dr. Williams' Pink Pills are a proved remedy for rheumatism with a word-wide record of cures should be sufficiently convincing evidence that herein is to be found a specific of more than exceptional merit.

Whatever the predisposing causes, it is in the blood that the rheumatism poisons are conveyed throughout the body to the muscles and joints wherein they lodge, causing the redness, stiffness, swelling and acute pain which are characteristic symptoms of the disease. Dr. Williams' Pink Pills not only rapidly purify the blood, but they enrich the blood, and through it build up the nerves, thus imparting new life, health and strength to the whole system.

If you are afflicted with rheumatism in any of its forms begin a course of Dr. Williams' Pink Pills to-day and they will surely do you good. Chemists everywhere supply them, or post free, \$1.50 per bottle, six bottles \$8 from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

Portsmouth workhouse infirmary is to be renamed St. Mary's Hospital and used as a general hospital with accommodation for paying patients.

Mr. W. M. Wroughton, who was killed while hunting with the Belvoir Hounds was buried at Creton, Northamptonshire.



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DINNER DANCE

CHINESE NEW YEAR'S EVE

SATURDAY, 9th FEBRUARY, 1929.

8 p.m. to 12 m.m.

\$3.00 per person

and

SPECIAL TEA DANCE

CHINESE NEW YEAR'S DAY

SUNDAY, 10th February, 1929.

3.30 p.m. to 6.30 p.m.

50 cts. per person

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Courtesy, Comfort, Service

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Ground Floor, Hong Kong Hotel Building.

HONG KONG BENEVOLENT SOCIETY

(Established 1887)

Please cut this out

To Mrs. Shellhear

Hon. Treasurer H.K.B.S.

Hong Kong University.

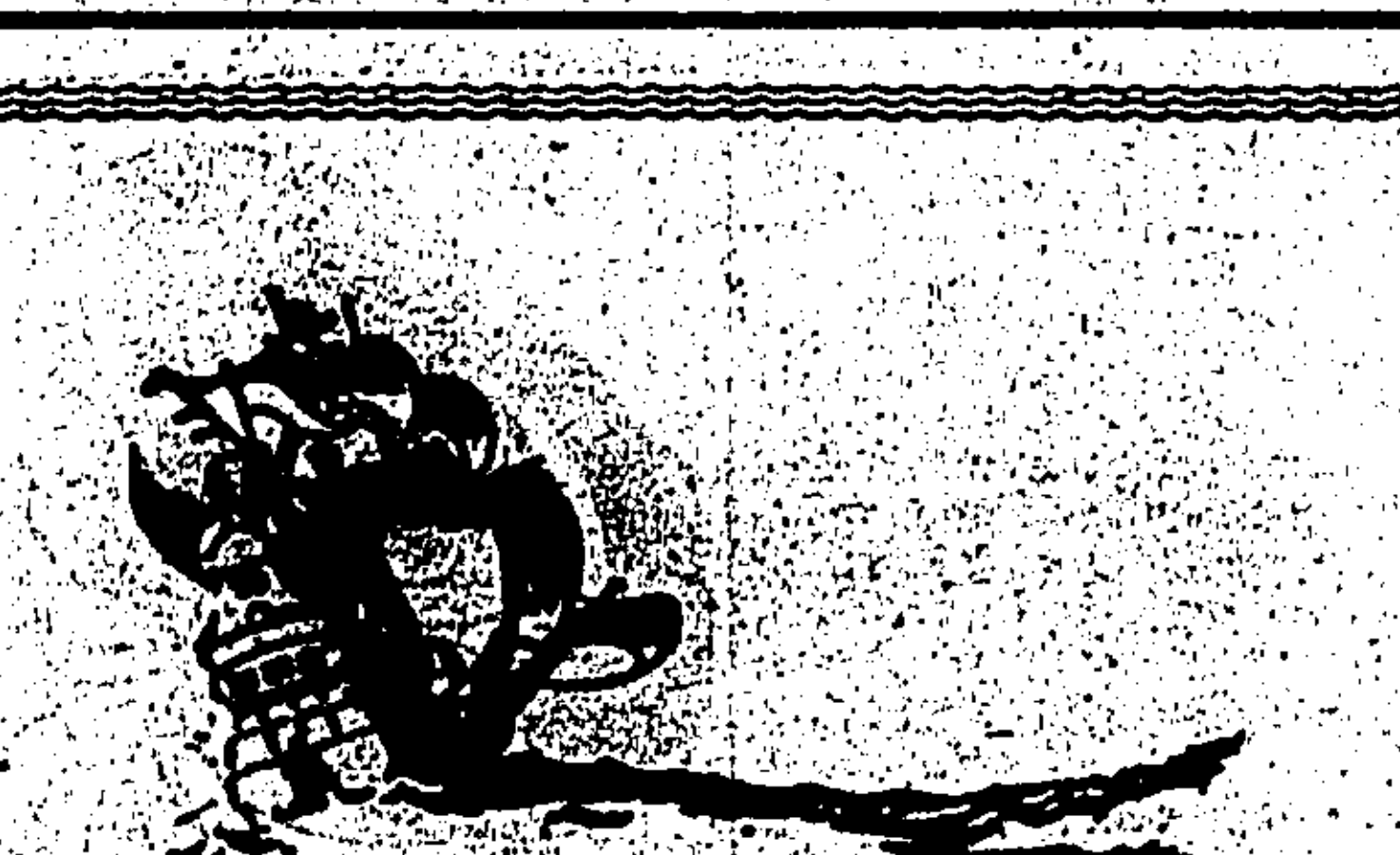
Madam,

Kindly enroll me as a Member

of the above Society. I enclose

\$12.00 as Annual Subscription.

Yours Faithfully,



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Sport Columns

INTERPORT SOCCER

SHANGHAI SELECTED TEAM ANNOUNCED

HONG KONG XI V. ARMY

A cable states that the Shanghai F.A. has chosen the team to play in Hong Kong on Monday, Feb. 11, in the Interport match "proper" against Hong Kong, as follows:

E. David (Recreation Club); W. E. Palmer (Rees.), T. W. Wilson (Rees.); J. W. Pote-Hunt (Shanghai F.C.), S. V. Gash (Police), Costa (Portuguese S.A.); F. V. Read (Rees.), A. C. Sinclair (S.F.C.), Pte. Wright (1st Bn. Northants Regt.), Turner, L. F. Stokes (S.F.C.).

Turner, one of the forwards, was not mentioned in the list of fifteen sent down originally, the other ten of that fifteen being F. V. Read (Rees.), Pte. Moore (1st Bn. Northants Regt.), Duffy (Police), R. Baxter (S.F.C.), Pte. Jones (1st Bn. Northants Regt.).

The Interport XI, Hong Kong, playing at half back in place of Lam Yik-ying, defeated a strong Army XI by four goals to two. Suen Kam-shun and Gosano scored for Hong Kong. Stock reduced the lead. After half-time, the Army lost one man, injured, but Leach equalised. Fung King-cheung then scored twice.

Hong Kong played well but did not deserve to win by two goals. The Army were virile but faulty in marksmanship.

KOWLOON F.C. 2ND XI FOR SATURDAY

The following will represent the Kowloon 2nd Eleven against the Chinese Athletic Reserves on the

SCOTTISH F.A. CUP

DRAW FOR THIRD ROUND ON FEB. 16

RANGERS TO PLAY AWAY

London, Yesterday.

The draw for the third round of the Scottish F.A. Cup, to be played on Feb. 16, resulted as follows:

Raith v. Dumbarton. Celtic v. Arbroath. Airdrieonians v. Motherwell. Ayr v. St. Mirren. Falkirk v. Aberdeen. Dundee v. Dundee United. Albion v. Kilmarnock. Clyde v. Rangers.

Results of Replays

Replays in the second round, decided to-day (Wednesday) resulted as follows:

Hamilton 1, Clyde 2. Dundee United 2, Stenhousemuir 0. Raith 5, Bathgate 2. Arbroath 5, Murrayfield 2. Airdrieonians 3, Cowdenbeath 2 (after extra time).

League Matches

League matches played to-day (home teams mentioned first) resulted as follows:

Division III (South):—Bournemouth 4, Torquay 3. Division III (North):—New Brighton 2, Accrington 1. Scottish League (Div. I):—Partick 1, Motherwell 3.

—Reuter.

Kowloon Football Club ground on Saturday. Kick-off 2.30 p.m.

Angus; Moore and Easternman (Captain); Hast, Campbell and Nicholls; Hannan, McIntyre, Moss or King, Morgan and Blacklock.

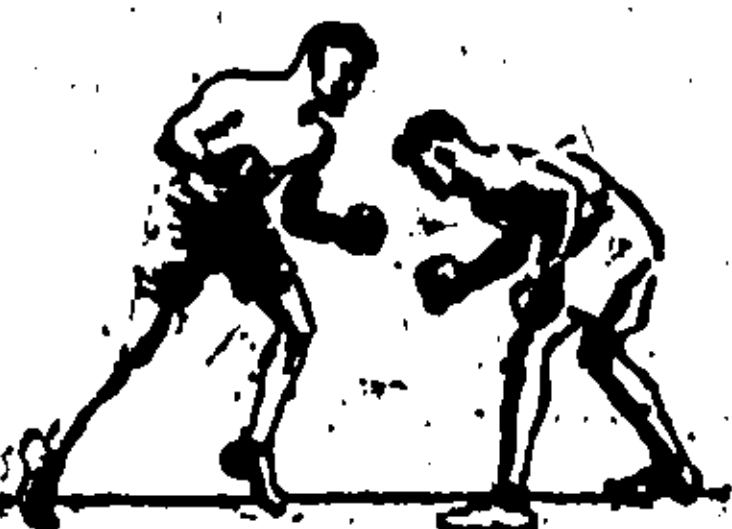
Reserves: Seddon, Waddington and White.

PORT OF GOTHENBURG

The only harbour which in Northern Europe prior to the war had a greater traffic than Gothenburg, according to a correspondent of "Göteborgs Handels- och Sjöfartstidning," was Copenhagen. In 1913 the latter had an incoming traffic of about 4,200,000 net tons, excluding the purely local traffic for Gothenburg were 3,500,000 tons. On the other hand the corresponding figures for 1927 are 5,100,000 tons and 5,300,000 tons in the two cases respectively, so that Gothenburg shows an increase of 51 per cent. as compared with only 21 per cent. in the instance of Copenhagen. In other words Gothenburg has advanced to the leading position among the Northern harbours.

As to the causes which have led to the more favourable development of traffic at Gothenburg, the correspondent states that these are due in the first place to the circumstances that the transit trade has now had to give way to what may be called the trade with the hinterland or upland. Already before the war the tendency to greater efforts to get as direct connections as possible was perceptible, and at present this demand has come forward all the stronger. To a large extent Copenhagen has based her harbour policy with respect to the transit traffic, and as this has diminished it is quite obvious that stagnation in harbour activity takes place. The harbour, which has the largest upland from a productive or consumptive standpoint is claimed to be Gothenburg, which has now risen, as already mentioned, to the chief port in the North.

Concerning other large harbours the correspondent states that the traffic at Stockholm in the same period (1913-1927) has only increased by 10 per cent., while Malmö has not yet again reached the level of the figures in 1913.



BOXING

(Hong Kong Boxing Association)

EXCEPTIONAL PROGRAMME

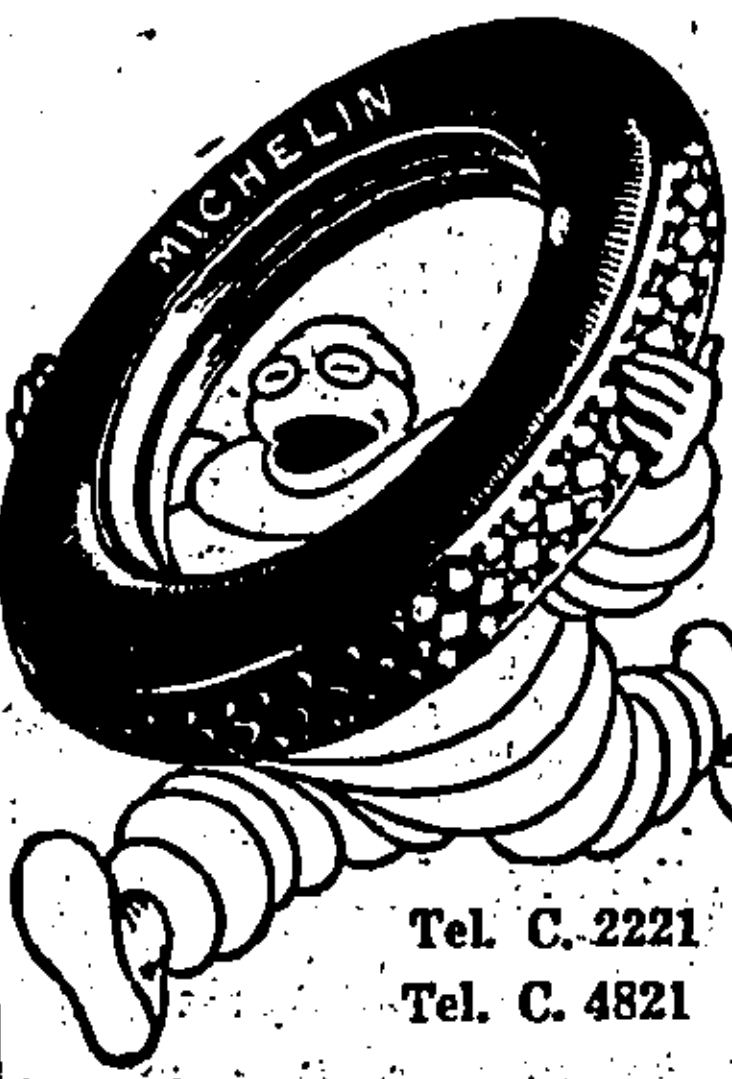
LIGHTWEIGHT CHAMPIONSHIP

SATURDAY,

9th FEB.

(9.15 p.m.)

CITY HALL



Tel. C. 2221

Tel. C. 4821

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day Queen's Theatre: "Street Angel."

To-day — World Theatre: "Campus Flirt."

To-day — Star Theatre "Rosita."

To-day — Majestic Theatre: "Graustark."

To-day — Concert organised by Mrs. L. C. F. Bellamy, at Helena May Institute, 5.30 p.m.

Feb. 8-9—World Theatre: "The Denial."

Feb. 8-9—Star Theatre "Bardelys The Magnificent."

Feb. 10—Harmon's Circus, Praya East Reclamation, 9.15 p.m.

Feb. 11—Supper Dance for Interporters at Lane, Crawford's Restaurant, 9 p.m.

Feb. 15—Macdonald Players' Stage "The Philanderer" at Star Theatre, Kowloon in their final performance 9.15 p.m.

Feb. 16—Variety entertainment by the K.O.S.B. as farewell to Mrs. Luard, Theatre Royal, 9 p.m.

Feb. 19, 21, 22, 23—Hong Kong Amateur Dramatic Club presents "On Approval," at the Theatre Royal.

Feb. 23—International dance display at Club de Recreio, King's Park, 4 p.m.

Lammerts' Auction

To-day—At Sales Room, Duddell-st., a valuable collection of stamps, 5.15 p.m.

Sports

Feb. 9—Interport Rugby, Club ground, 3.30 p.m.

Feb. 9—Boxing Tournament at the City Hall, 9.15 p.m.

Feb. 9-10—Paper chase, etc., at Canton by invitation of Members of Canton Ride.

Feb. 11—Hong Kong Football Assn. Interport game: Hong Kong v. Shanghai, H.K.F.C. ground, 3.30 p.m.

Feb. 12—Interport matches: China v. Shanghai.

Feb. 14—European Y.M.C.A. whist drive at 9 p.m.

Feb. 16—Interport matches: United Services v. Shanghai.

Feb. 17—China New Year steplechase meeting of Fanling Hunt, at Kwantai race course.

Feb. 25, 26, 27 & Mar. 2—Hong Kong Jockey Club Annual Race Meeting.

Meetings

Feb. 8—Annual ordinary meeting of Humphreys' Estate & Finance Co., Ltd., Hong Kong Hotel, 11 a.m.

Feb. 15—Thirty-first annual meeting of the "Star" Ferry Co., Ltd., Messrs. Jardine Matheson & Co.'s Office, 12.30 p.m.

Feb. 16—Tenth ordinary meeting of shareholders of the Bank of East Asia, Ltd., at Chinese Merchants' Club, China Building (6th floor), 8 p.m.

Feb. 16—Annual meeting of shareholders of Hong Kong Realty & Trust Co., Ltd., Exchange Bldg., (2nd floor) Des Voeux-rd. Ch., Noon.

Feb. 20—China Provident Loan & Mortgage Co., Ltd.'s thirty-second annual meeting, 6th floor, Pedder Building, 12.15 p.m.

Feb. 21—Annual general meeting of European Y.M.C.A. Kowloon, 6.30 p.m.

Feb. 22—Fourth Annual meeting of Hong Kong Telephone Co., Ltd., Exchange Bldg., (2nd floor) noon.

Feb. 23—Further extraordinary meeting of shareholders of Hong Kong & Shanghai Banking Corporation, City Hall, 12.45 p.m.

March — Hong Kong Tramways Ltd., Annual Meeting, Messrs. Jardine's office, noon.

Miscellaneous

To-day—Distribution of University Certificates to Candidates of the French Convent School, Causeway Bay, by the Rev. Fr. Byrne, S.J., at 4 p.m.

To-day—Y.M.C.A. Ladies' Night 9 p.m.

Feb. 9—At Repulse Bay Hotel, Chinese New Year's Eve special dinner dance.

Feb. 9—At Hong Kong Hotel, Chinese New Year's Eve Carnival.

Feb. 9—King Edward Hotel, Dinner Dance, 8 p.m. to 12 midnight.

Feb. 10—King Edward Hotel Tea Dance, 3.30 to 6.30 p.m.

Feb. 10—European Y. M. C. A.: Quiet hour. Speaker: Rev. W. W. Rogers, Kowloon, 9 p.m.

MONEY AND SHARES

On London—

Bank, wire 2/-

Bank, on demand 2/- 1/16

Bank, 30 days' sight 1/16

Bank, 4 months' sight 2/- 1/4

Credits, 4 months' sight 2/1

Documentary 4 months' sight 2/1 1/4

On Paris—

On demand 124 1/2

Credits, 4 months' sight 131 1/2

On Berlin—

On demand —

On New York—

On demand 48 1/2

Credits, 60 days' sight 50 1/4

On Bombay—

Wire 133 1/2

On Calcutta—

Wire 133 1/2

On demand 133 1/2

On Singapore—

On demand 86 1/2

On Manila—

On demand 97 1/2

On Shanghai—

On demand 78 1/4

90 days' sight (private paper) —

On Yokohama—

On demand 106 1/4

Gold Leaf, 100 fine (per tael) —

Sovereigns (Bank's buying rate) 9.65

Silver (per oz.) 26

Bar Silver in Hong Kong —

Kong 23 1/2 Prem.

Copper Cash Nominal

Chinese Copper Cents 6% Prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 31 1/2% dis.

Hong Kong Sub. Coin 34% prem.

LONDON EXCHANGES.

London, Yesterday.

Paris 124.10

New York 4.85 1/4

Brussels 34.89

Geneva 25.21

Amsterdam 12.10 1/4

Milan 92.70

Berlin 20.42 1/2

Stockholm 18.14

Copenhagen 18.13

Oslo 18.19

Vienna 34.50 1/2

Prague 163 1/4

Helsingfors 192 1/2

Madrid 30.62 1/2

Lisbon 109 1/4

Athens 37 1/2

Bucharest 806

Rio 5 29/32

Buenos Aires 47 15/32

Bombay 1/5 31/32

Shanghai 2

Yokohama 1/10 15/32

Silver Spot 26

Silver Forward 26 1/16

—British Wireless Service.

Feb. 11—Y.M.C.A. (European) ramble to Dragon Pool, 10 a.m.

Feb. 13—Lecture on "The Religion of To-day And The Science Of To-morrow," by Rev. Fr. R. Gallagher, S.J., at St. Patrick's Hall, 5 Garden Road, 5.30 p.m.

Feb. 16—Interport Dinner at Savoy Hotel, 8 p.m.

Feb. 17—Y.M.C.A. Kowloon, Quiet Hour. Speaker, Mr. J. H. Hunt, 9 p.m.

Feb. 18—Fireside Discussion: Education, at European Y.M.C.A. Kowloon, 9 p.m.

Feb. 20—At St. Patrick's Hall, 5 Garden Road, the Rev. Fr. P. Joy, S.J., lectures on "A Book And Its Story," 5.30 p.m.

Feb. 21—Hong Kong Horticultural Society's annual show, Volunteer Headquarters.

Feb. 22—H.K.V.D.C. Annual inspection at Murray Parade ground, 5.50 p.m.

Feb. 23—Laying of Foundation stone of the Kowloon branch of Chinese Y.M.C.A.

Feb. 24—Y.M.C.A. Kowloon, Quiet Hour, 9 p.m.

Feb. 25—At Kowloon Y.M.C.A. "Talk on China," 6.30 p.m.

Feb. 27—Lecture at St. Patrick's Hall, 5 Garden Road on "The Portress Still Standing," by Rev. Fr. C. Byrne, S.J., at 5.30 p.m.

Feb. 28—Y.M.C.A. Debating Club Dinner, Kowloon, 8 p.m.

T.T. on London 2/-

T.T. on Shanghai 78 1/2

Banks

H.K. Bank \$1340 b 1850 s

H.K. London Reg. \$145 1/2 n

Chartered Bank \$22 1/2 b

Mercantile A. & B. \$34 1/2 n

Mercantile C. \$15 1/2 n

P. & O. Bank \$49 1/2 n

Bank of East Asia \$98 b 100 sa

Insurances

Canton Insurance \$682 1/2 sa

Union Insurance \$371 1/2 b

North China Insurance \$1100 b

Yangtze Insurance \$1850 n

China Underwriters \$220 b 240 s

China Fire Insurance \$225 b

H.K. Fire Insurance \$785 n

Shipping

Douglases \$36 b

H.K. Steamboats \$27 1/2 b & sa

H.K. Tugs & Lighters \$140 n

Indo-China (Pref.) \$50 b

Indo-China (Def.) \$90 n

Shell Transports \$97 1/2 n

Shell Transports (new) —

Union Water-boats \$22 1/2 n

Mining

Benguet \$240 b

Kailan Mining Ad. \$71/- sa

Langkats (Comb.) \$11.60 b

Langkats (Singles) \$6.10 b

Shanghai Explorations \$2.90 b

Shanghai Loans \$3 1/2 b

Raub's \$6 b

Tronoh Mines \$17 1/2 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$131 b

H.K. & W. Docks \$40 1/2 n

China Providents \$5.05 b 5.15 s

Hongkew's \$164 s

New Engineerings \$75 1/2 n

Shanghai Docks \$108 b

Cotton Mills

Ewo Cottons \$12.90 s

Oriental Cottons \$2 n

Shanghai Cottons (old) \$2.66 b

Shanghai Cottons (new) \$2.82 1/2 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$9 1/2 b

H.K. Lands \$63 1/2 b

Shanghai Lands \$1165 b

Humphreys' Estates \$15 b

H.K. Realities \$3.60 b

H.K. Territorials —

Prince's Buildings —

Public Utilities

H.K. Tramways \$20 1/2 20 1/4 s

THE MOTORISTS' PAGE

CONTROL

LORD CECIL'S STERN MEASURE

SECOND READING GRANTED

The motorist had a bad time of it in the House of Lords to-day, writes the "Morning Post." Parliamentary Representative on Dec. 12. Boorishness, recklessness, and ignorance were freely imputed to him, and his doings were called a disgrace to civilisation and an outrage on humanity.

Equivalent strictures were probably passed on inconsiderate chariot drivers along the Appian Way. On the other hand, it is notable that the Assembly responsible for these latest censures itself uses motor-cars almost to a man.

Viscount Cecil's Vehicles Regulation Bill, the purpose of which is to diminish accidents, struck the Peers as a mixture of freakishness and sound sense.

Into the first category went the suggestion to fit every chassis with a mechanical check on running speed, and to sink potholes near highway danger spots that would not only slacken traffic, but break its springs and axles.

But the provisions for examining into the skill and health of intending drivers, for compulsory insurance against third party risks, and for frequently suspending the licences of the dangerous and incompetent, gained a good deal of favour.

300,000 Accidents
To prove that motoring had become a problem of "almost incredible seriousness," Lord Cecil recalled that each year brought 300,000 road accidents, that ten persons were killed a day in daylight hours, and that every succeeding minute saw some mishap to person or property.

"So," he added grimly, "several accidents have already occurred during my speech."
His phrase about "children covering in ditches" invoked a swift picture of the roads which he insisted are barred to many of the King's subjects. "I heard," he said, "with that high-pitched break which comes in the voices of each of the three Cecils when indignation visits them, 'of a car that can go 120 miles an hour. It is an outrage.'"

With the authority of the A.A., the Society of Motor Manufacturers and many other organisations behind him, Lord Denman, a Liberal, asked the Peers to reject the Bill. His remedy lay in stiffer penalties for bad driving.

Incidentally, Lord Denman gave a free diploma to the London "bus driver as the best on the roads, and assessed the taximan as highly skilful, but rather rash.

Lord Buckmaster, another Liberal, had quite a different tone; he is ready to fry the motorist in his own petrol.

The average car-owner's notion that pedestrians must scurry out of his way "like black beetles from a broom" the ex-Lord Chancellor denounced as a fantastic perversion of Common Law rights. "They cut ugly black scars, called motor-roads, through the face of the most beautiful country, and then," frowned Lord Buckmaster, "prevent others using them."

The former supreme head of the Judiciary has had the misfortune to be fined £1 for an inadequate number plate. Lord Buckmaster contrasted his penalty with the £2 fine on a drunken man who drove down Edgware-road. The Peers shared his indignation. They felt it monstrous that

Rolling down the Ratcliffe Highway, Drunk, and raising Cain, can be managed nowadays for only £2, if the rolling is done in a motor-car.

Government Decision

Lord Banbury, with regretful memories of his coaching days, owned that he walked about London in hazard of his life—a hazard which one-way traffic had aggravated; and then the Marquess of Londonderry summed up for the Government.

He refused the Bill, not because its ends do not command sympathy, but because its means are unsuitable. The Government, however, are "alive to the problem and giving it attention," and he reminded the House that a Royal Commission is sitting whose advice it will be best to wait for. Certainly nothing can be accomplished in this final Session.

The Peers decided to allow Lord Cecil's Bill a second reading on the understanding that its drastic clauses are examined by the Royal Commission or a Select Committee. "Safety First" is the motto of the Upper House.

NEW MODELS

AUBURN PHAETON SEDAN MEETS DEMAND IN AMERICA

New models, unique in design and yet meeting the standards of popular taste, have a remarkable effect on the sales of automobiles made by various manufacturers.

This dominating effect of model styles on sales first came into prominence four years ago. It was at that time that the Auburn Automobile Company of Auburn, Indiana, produced a complete line of new models, sensational in design and general construction. For the next four years, by introducing models entirely new in their particular price class, Auburn has found it necessary to double its production facilities each successive year to take care of the increased demand.

This year the Phaeton Sedan, first planned for the 115 model chassis only, resulted in such a flood of business that the entire year's production of this particular was sold before the first four months of the year had passed. The Auburn Automobile Company found it necessary to utilise the 88 chassis for a similar type of Phaeton Sedan to supply this demand. This No. 88 model Phaeton is meeting the same favourable reception by motorists throughout the world. The motor of the No. 88 model is a straight 8 type with a horse power rating of 90. The wheelbase is 125 inches.

The Phaeton Sedan was originally patterned after the European "all weather" model but with many improvements and it has proved to be so popular that manufacturers in America have added a similar model to their lines. It can be used either as a regular tourer, with the top and side glasses down, or a sport tourer, with the side glasses up and the top down, and also as a Sedan with the top and side glasses up, and can, when necessary be used in the same way as a regular Sedan.

ON THE FARM

WHAT MOTORS ARE ABLE TO DO

Motor transport, and the use of the internal combustion engine, has in many ways shown its adaptability to farm use, and by its aid the work of the farmer has been considerably assisted. The tractor has been considerably assisted. The tractor has revolutionised the work of ploughing, while its scope as the means of providing mechanical power for assisting in much of the other work of the farmer has been shown to be extremely wide.

The lorry particularly has proved an inestimable boon, for by its means he is able to convey his produce from his farm, either direct to the distributing centre, to the individual consumer, or to the railway with the elimination of many of the delays which formerly existed.

Possibly one of the most valuable services rendered by mechanical transport has been in the rapid and comfortable transport of horses, sheep and cattle, and recognising this the farmer and stock-breeder as well as those whose business in any way calls for the sending of animals from one locality to another are relying more and more upon the motor vehicle. It is therefore only natural that the manufacturers of lorries should pay special attention to the needs of this type of user, with the result that many interesting and special types of bodies have been evolved. No longer is it necessary for droves of animals to be driven along the highway. The motor vehicle can be brought to the farmyard or stables, the animals loaded thereon, and driven away to the railway or to their ultimate destinations.

It may be interesting here to refer to three specially interesting examples of how the British Motor Manufacturer is catering for this new class of business. On a Leyland "Tiger" bus chassis a horsebox was recently constructed and fitted in Australia, capable of accommodating six racehorses. The body is 22 ft. in length, 7 ft. 9 in. wide and 8 ft. high. Each horse has a separate stall, padded in leather, and one side of the body folds down on spring doors, forming ramps for loading and unloading the animals. The comfort of the animals is studied by the provision of special compartments in between the front and rear horse compartments of the vehicle. Mangers for the feeding of the horses are provided, and a special

WILLYS-KNIGHT "4"

THOUSANDS SEE MODELS AT SAN FRANCISCO

LARGER CARS

San Francisco.—During the last week, since announcement was made of the arrival of the 1929 Whippet automobiles, show rooms of the Northern California dealers have been thronged, states R. H. Spear, zone manager of the Willys-Overland Pacific Company, Whippet distributor.

Thousands visited these places daily, eager to inspect the new cars and learn about their mechanical features, he stated, and many orders were taken for both the four and six cylinder models.

"These visitors were first impressed by the improved appearance of the Whippet bodies," explained Spear. "The bodies are larger, more beautifully finished and most attractively appointed. They contain a maximum of room and offer a new type of comfort. The designers used every inch of space to the best advantage which is appreciated by both drivers and passengers."

Spear continued: "The cars are larger in every way and look larger. The radiator is higher and wider giving the front a more massive appearance. Frames are much heavier and longer, making the cars extremely sturdy. The engines have been given much more power. They have been made smoother and more silent in operation, also given improved performance which was a feature of the former models."

"This year more attention is being given to the mechanical features by shoppers than in the past. The average car owner is 'motor wise' and wants to know just how the car is built, its power, performance, economy and comfort. He can see how it looks but he asks a lot of questions about what is under the hood and beneath the body."

PACKING CASE GARAGE

Everyone for years past has been familiar with the joke about the baby car that can be pulled up the front door steps and parked in the hall with the bicycle and the perambulator. Now at last this seems almost possible. We are promised a small car, costing only two figures, which is to be imported in a strong packing case from America to our doors! It is ready to go as soon as it gets petrol, after a brief assembling of essential parts that can be effected by any handy man in an hour. Its beauties, however, do not stop there. The packing case, it seems, is waterproofed, and it can be used as a garage!

Surely this is a step in the right direction. May we not soon hope for a system by which we can buy on the hire purchase system to be delivered in a strong packing case, waterproofed and windowed, which can be used as a bungalow?

SLIPPING FAN BELT

Slipping of the fan belt may be due to its being too loose, oily or greasy; the fan may be tight on its bearings, possibly from lack of lubrication, or the pulley may be loose on the shaft.

ventilating system is incorporated, while the effect of the road shocks is lessened by the provision of special thick coil mats for the animals to stand on. Plywood is used in the construction of all partitions and doors, and the comfort and safety of the horses has been studied in every way. By the removal of the special horse partitions the body can be used for the conveyance of sheep.

A somewhat similar motor horsebox has been built in Great Britain for the use of an owner of racehorses at Newmarket, and in this instance accommodation is afforded for four animals, the box being mounted on a chassis manufactured by the Associated Equipment Company. The ribs of the box frame-work are of ash and the double sides are constructed of steel-armoured plywood.

Two animals are located in the rear part of the vehicle, facing in the direction of travel, the remaining two being accommodated in the front of the box facing to the rear. In the centre is the "grooming compartment," with a separate entrance door in the side of the vehicle. The interior is painted white, with electric lighting, gives an appearance of exceptional cleanliness and brightness, and in addition, extremely well ventilated.

CARDIGAN TO CAIRO

SCHOOL TEACHER DRIVES TO HIS JOB

SPADE VS. AUTOMATIC

The feat performed by Mr. J. Williams the young Welsh school teacher attached to the Secondary School at Cairo, in driving an Austin Seven overland through Europe, part of Asia, and so to Cairo, has created interest and admiration for car and driver.

Naturally, when one is "abroad" there is plenty of opportunity for comparison with the homeland, and Mr. Williams got on very comfortably through France and Germany, and describes his reception at the Austrian frontier as exceptionally cordial. Budapest presented a particularly attractive appearance, and he had opportunity for admiring the famous St. Gellert. St. Gellert seems to have come to a horrible end. For some reason not mentioned he was put into a barrel, the sides of which were covered with sharp spikes, driven in from the outside, and then from the top of the hill which now bears his name, he was rolled down into the Danube.

Mr. Williams expected to find a supply of petrol here. The petrol had arrived and he went to collect it. He then found (1) that it would take 24 hours before the Customs officials could be satisfied that it was "benzene," (2) that the next day was a national holiday when no work was done, and (3) that the day after that was the usual weekly closing day. Mr. Williams became eloquent, dropping into his native tongue—and took the petrol away with him.

Outside Belgrade he stayed the night at a village hotel where the only food procurable was sour bread, a cucumber and "dunkel bier." The room opened on a yard where there were dozens of pigs, and the poultry roosted in the car during the night. Gypsies accompanied by fierce large dogs that attacked the tyres—frontier guards who suspected him of all sorts of spying propensities, and who insisted on being conveyed considerable distances to receive instructions from superiors before allowing Mr. Williams to proceed, were new and exciting incidents of the road.

He was forced to entrain the car for fifteen miles outside Constantinople, and says that after he reached Stambul, and got his car out, "At midnight I was eating the first real meal for three days." He got into trouble as soon as he crossed the Bosphorus and was fined fifteen pounds, "Turkish," because he had failed to "register with the police."

He now had a miserable experience. His funds were low and he felt it. When approaching the Taurus route he had two unpleasant experiences. He engaged "guides" who led him astray. In the second instance he seems to have finished in a ravine which ended in a sheer wall of rock, and from which he had the greatest difficulty in escaping.

A Nasty Adventure

His funds had by this time been reduced to the sum of 14s. Further along the road, which was a bad one, Mr. Williams noticed a subsidence which he could not avoid, so he got out and with the use of a special spade he carried, eased the track a little. He saw three youths approaching, but took no heed of them, and drove on. Suddenly he remembered that the spade had been left behind, and stopping and looking back, saw the three youths making off with it. He ran and overtook them, but they not only refused to give up the spade, but demanded Mr. Williams' money. He remarks: "That started it! It ended when the biggest tried to draw a big automatic which he carried underneath his coat. To do this he released his hold upon the spade, and that was when he made a mistake, for it was a very wicked kind of spade."

He had some nasty experiences in the desert beyond Damascus, more than once the way was lost—on one occasion seven hours elapsed before the track was regained. On another Mr. Williams either fell asleep or dozed off so that after an all-night run he found he must have turned the car's direction round. For he was 20 miles back of the road he had come instead of going forward. So he stopped and slept. At the first time he got separated in the night from a "fair-wheeler conveyance" and 60 miles from Rutbah he met a police car which had been sent to look for him.

Money was waiting him here, he was not far from Jerusalem. It was raining heavily, and he enjoyed the

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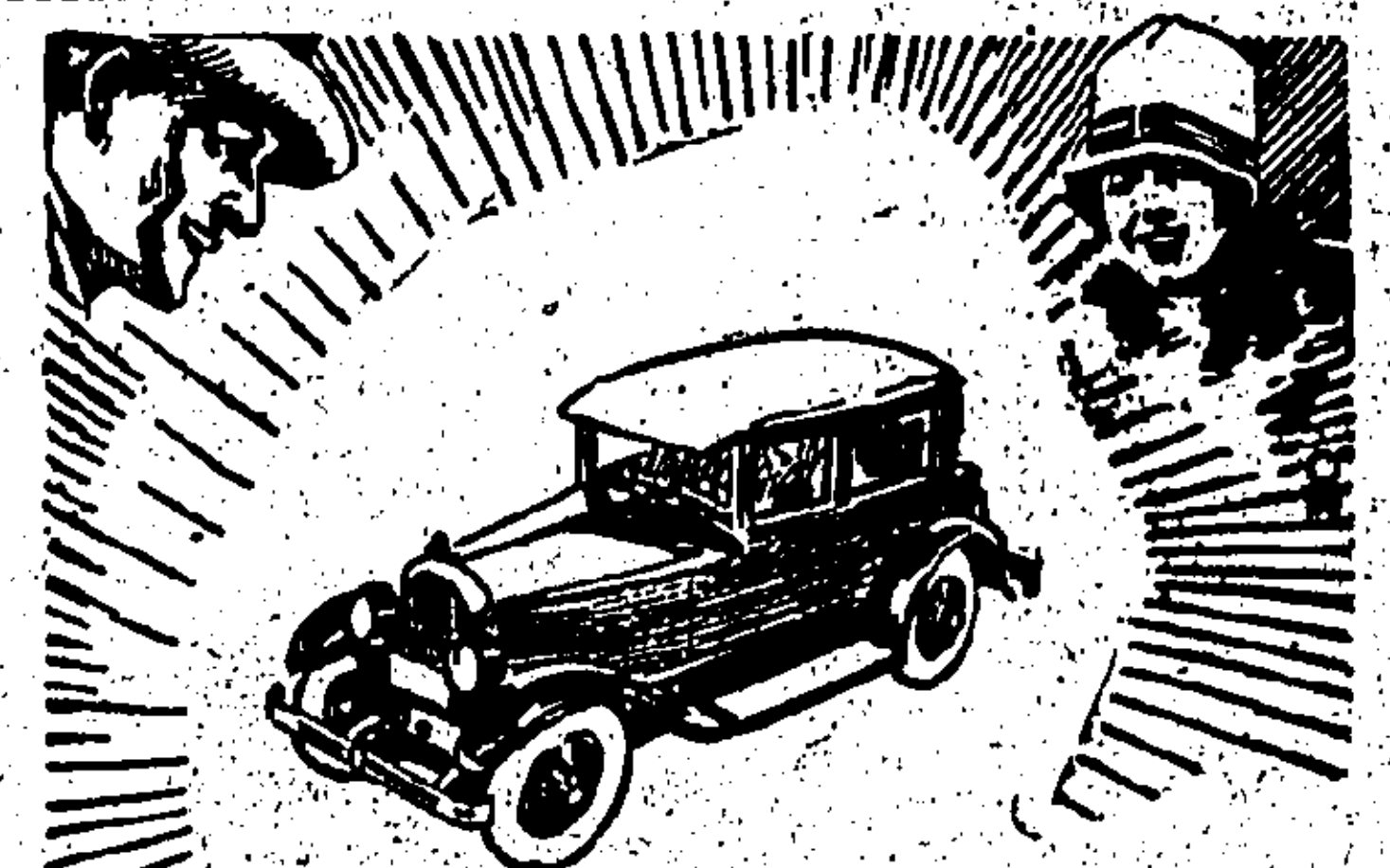
change. He crossed Jordan at the Bridge of the Daughters of Jacob, went along the shore of the Sea of Galilee and saw below him the ruins of Capernaum, and on the other side the steep place where the Gadarene swine made their famous plunge. Undulating country was traversed before coming to Nazareth and the sinuous road drops to the plain of Jersel to ancient Shechem and Jacob's Well.

A Government telegram at Jerusalem instructed him not to proceed beyond Gaza, but to entrain at Kantara, and he had "to do as he was bid." Consequently he spent a "rotten night" riding in a truck, most of the time holding the car, which was not "scotched." After six and a half hours completing Customs formalities, he left Kantara and drove into Cairo without further incident. There was no mishap, no "mechanical" failure or breakdown, and one puncture was the total damage.

That is what an Austin Seven will do in the hands of a good driver.—"Overseas Bulletin."

"SOME BRAKES"

During recent holidays, whilst a crowded bus was ascending the steep incline of Craig Brow, at Bowness, the clutch slipped, and the heavy vehicle began to run backwards. Mr. G. N. Pattinson, a local solicitor, was following the bus up the hill in his small Wolseley Saloon, with his family on board. He immediately jammed on his brakes and held his car stationary. The bus, which was a five-tonner with thirty passengers aboard, ran back into the Wolseley, crumpling up the wings and damaging the front, but the small car bravely held its ground, and actually brought the large vehicle to a standstill, enabling the passengers to descend in safety. The small Wolseley, though somewhat "crumpled," was able to carry on, but the seriousness of the brakes undoubtedly prevented that night having been a very quiet session.



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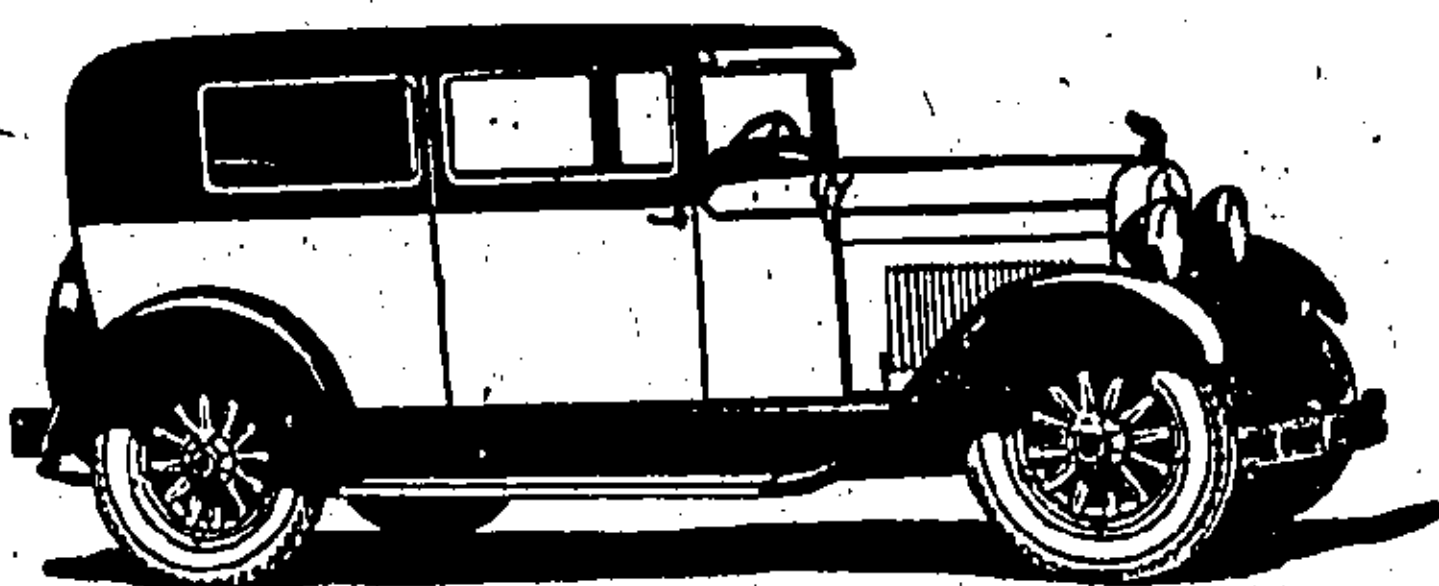
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LUBRICATION

MOTOR-CAR ENGINE ADVICE

[By Mr. L. A. Parker]

Illustrated by lantern slides, a paper on the lubrication of motor-car engines was read on Tuesday evening by Mr. Lewis A. Parker, M.I.Mech.E., M.I.Mar.E., (of the Vacuum Oil Co.) at the Institution of Engineers and Shipbuilders. The gist of his remarks follows:—

No machine can work without lubrication, and too much attention cannot be paid to it, as the life of a motor car depends upon the quality of oil used. There is, however, a difference between "Lubrication" and "Correct Lubrication." There is a long distance from a "no-trouble" standpoint to perfection in operation, and it is only by carefully analyzing the actual conditions, and using specially selected oil, that perfect results can be obtained and maintained.

Avoid Trouble

Buying oils by "specification" is a mistake. It is quite possible to make an oil to a specification—or near enough—which will destroy your engine. The fact that it is up to specification is no guarantee of its lubricating value.

Another thing, it is common to refer to different grades as Light, Medium or Heavy, and oils are often compared and bought on that grade. There is no universal standard of designation, and as long as refiners use their own standards, if you ask for a Medium oil, you may get Medium as far as that refiner is concerned, but it may be another refiner's Light or Heavy. To avoid any trouble, you should always ask for oil by brand, name and grade.

Three Functions

There are three principal functions of lubricating oil.

Firstly—it must lubricate, i.e., it must form a film between the working surfaces, thus eliminating solid friction, and replacing it by the lesser fluid friction, preventing wear of parts, and loss of power.

Secondly—it must make the piston gas tight, i.e., it must seal the piston so that the gases of explosion cannot leak past, otherwise you lose power—which means more fuel for the same output—which means more money.

Thirdly—it must be able to transmit heat. The heat from the piston must pass through the film of oil which is between the piston rings and cylinder wall, in order to be taken away by the cooling water. Now oil is not generally a good conductor of heat, and therefore you must use an oil properly prepared if it is to perform this function.

Temperature

There are three conditions which must be fulfilled in order to secure the best results:—

The oil must be of good quality.

It must be of the correct body and character, i.e., correct grade, to meet the design, construction and operating conditions of the engine, and

It must be used in the proper way.

There are many factors of engine design, construction and operation which affect the selection of the correct grade for any particular unit. In many instances the exact influence of some one or several of these factors can be determined only by extensive test work. Experience has shown, however, that there are four fundamental factors which must be considered in analysing the lubricating requirements of any engine, and these factors are classified as follows:—

- (1) Operating temperatures.
- (2) Oil distribution.
- (3) Piston ring seal.
- (4) Carbon sensitiveness.

The chief factor affecting the engine temperature is the service which it performs. The heavier and more constant the load, the more fuel will be burnt, and consequently the engine temperature will be higher. For example, the air-craft engine running continuously with full throttle, means high temperature. A tractor working at full load, and slow speed, means high temperature. The usual motor car engine is rarely operated at full load for any considerable period; when, however, it does, it moves at high speed where it gets ample cooling draught; it is subjected to frequent slowing down—which is comparatively light service resulting in moderate temperature.

Engines Differ

Engines differ very much from the temperature standpoint, and in order that the right oil be selected each engine should be carefully analysed. If the combination of these factors indicate high operating temperatures, a heavy body lubricant is desirable. If, however, only moderate temperatures are indicated, oils of greater fluidity will provide adequate lubrication.

Oils of light body are easily atomised to form a fine mist—heavy bodied oils resist this process which is essential in some lubrication systems.

Whatever oil is used, it must be of such a body that the lubrication system employed will distribute it to all the moving surfaces under the most severe conditions—when the oil is cold. Consequently the lubrication system must be carefully considered and analysed before a selection can be made.

All Differ

All oils offer a certain resistance to motion, and the more viscous they are, the greater is this resistance. Too heavy an oil should not be used as it creates a friction drag, reducing engine efficiency. The pistons move up and down in the cylinders at a high rate of speed, and in doing so they shear and displace the oil on the cylinder wall, and the loss due to this excessive oil drag amounts to several horse power. So if we use an oil more viscous than is required to prevent "blow-by" we waste power in overcoming the oil drag.

All fuels and lubricating oils contain carbon, as they are formed by the chemical combination of carbon and hydrogen in various proportions. There is no such thing as a "no-carbon" oil, and the heavier the oil, the more carbon.

Power and Economy

The amount of power, and degree of fuel economy which can be obtained from an engine depend on the compression pressure. The higher we can make this, the more efficient is our engine, but under normal conditions with present day fuels, we cannot go much over 80 lbs. pressure without the engine being sensitive to "knocking."

It only requires a slight deposit of carbon in a high compression engine to do this, and it is quite feasible that such an engine may be very economical in oil consumption compared with an engine of low compression.

So we have to consider "knocking" from a lubrication standpoint—if the engine is one which is sensitive to carbon deposits, we must use a clean burning oil, on the other hand, if the engine is not sensitive and the working conditions severe, a heavy oil may be used without any detrimental effects.

Common Idea

It is a common idea that when an engine becomes worn a heavier grade of oil is advisable to get better sealing and economy. You cannot expect oil, regardless of its body, to take the place and do the work of metal that has worn away; you cannot seal defective rings and slack pistons with oil. Besides, to put in a heavier oil is to invite trouble from imperfect distribution; objectionable carbon formation; power loss from excessive oil drag, with corresponding fuel waste.

If an incorrect oil has been used in the first case—say a lighter bodied oil, better results will be obtained by changing to the heavier, correct grade.

The proper procedure is to replace the worn parts, put the engine in good condition and use the correct oil.

Essential Problem

Provide a small drain at the lowest point of the crankcase, and draw off some of the oil at intervals, after the engine has been standing into a clean, clear bottle. Allow it to stand and separate. If water comes out first, let it run away. Early in the morning, after the car has been standing for some hours is a good time to do this.

If the separation should show sludge, it would be advisable to thoroughly clean out the crankcase, and remove every trace of deposit.

The essential problem of lubrication is to supply the maximum quantity of oil to the bearings without too much being thrown on the cylinder walls. Most pressure oiling systems fulfil the first of these requirements, and if the oil pressure is reasonably low, suitable splash guards fitted, piston rings pegged, the cylinder lubrication will not be excessive.

A "Don't"

With pressure oiling systems, main and crankpin bearings have worked for long periods without any wear, a result which cannot be obtained with splash lubrication, where a slight alteration of oil level means either over or under lubrication. The margin of safety is undoubtedly greater with pressure systems.

Many people think that a drop in pressure means a lack of lubrication, and adjust the by-pass to give more pressure. By doing this, they pass more oil through the bearing clearances and on to the cylinder walls, which means over lubrication. The correct procedure is to adjust the relief valve so that more oil will pass through it, and less to the bearings.

(Continued on Next Column.)



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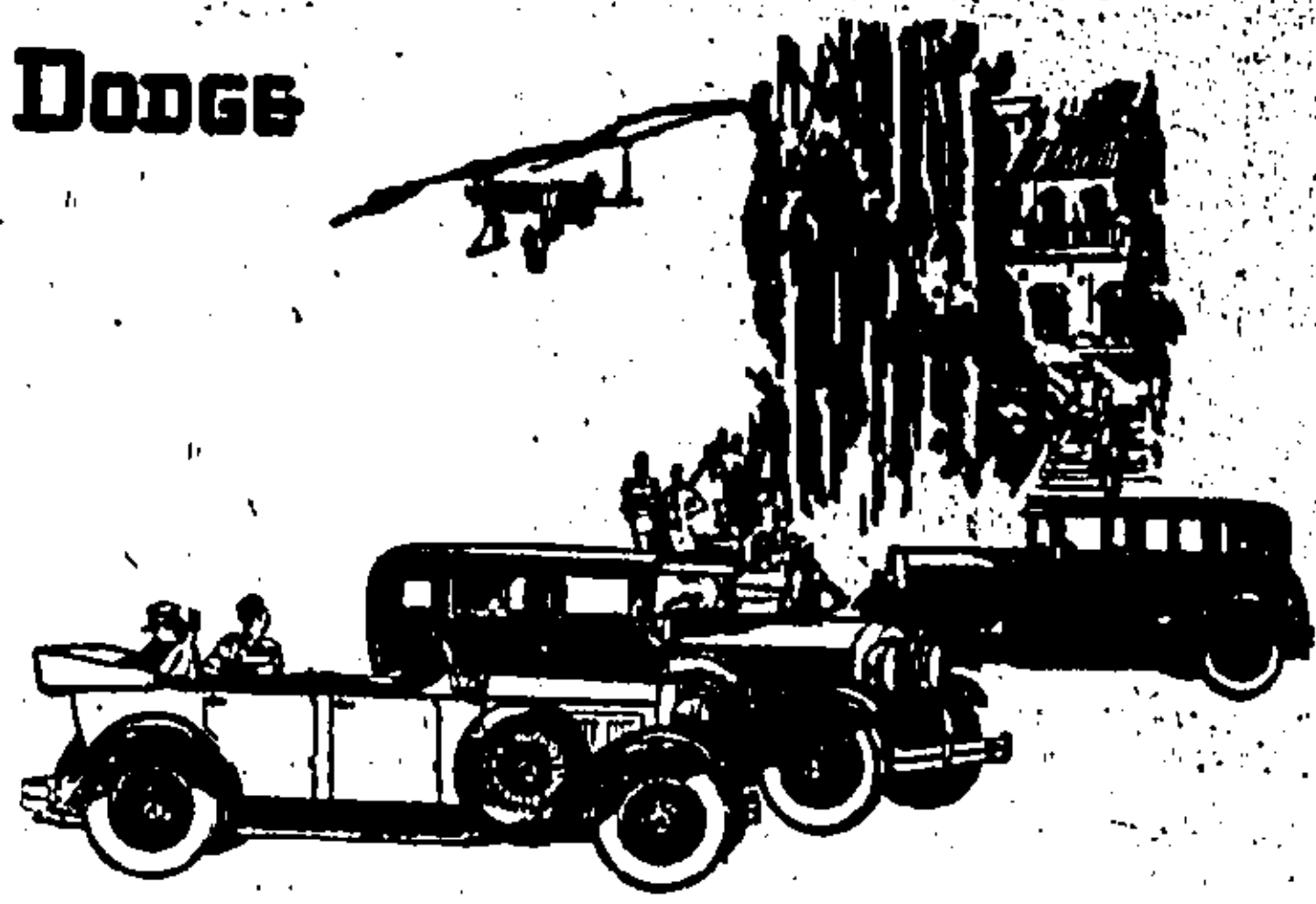
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on one floor and still to be seen to the best advantage, the contrast with conditions in London and even in American automobile shows is very striking. Hupmobile showed five cars at Paris. They were allowed ample room and we could have asked nothing better. In treatment, yet we were only one of the many American companies represented on that floor, and the American cars were easily outnumbered by those from European factories.

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SAFER SALOONS**"THE MOTOR'S" PLEA FOR CONSIDERATION****"INTERIOR" ACCIDENTS**

"Every time I go in a saloon," exclaims the touring car enthusiast, "I think how frightful it is to be surrounded by so much glass. In a crash one would not have an earthly hope of coming out of it unscathed."

"Every time I go in a saloon I get a splitting headache," says another.

"I nearly stun myself by banging my head on the roof," mutters a third.

"What I hate about saloons," says yet another, taking part in the discussion, "is that I can never see out of them at night. The windows and windscreen seem to reflect the light from a thousand street lamps or from numbers of brightly lit shop windows, to say nothing of the lamps of other vehicles. Even in daylight, too, I cannot see out of many saloons because massive, wooden windscreen pillars provide dangerous blind spots."

And so on and so forth, ad infinitum.

In the imagined utterances of the mythical motorists mentioned above we can certainly detect a strain of prejudice, concludes "The Motor." They are die-hard fresh-air merchants and it will probably be many years before, with the coming of age, their favour veers round towards the enclosed car.

Quite seriously, however, saloons, coupes, landaulets—all forms of enclosed car—have certain characteristic dangers which neither manufacturers nor purchasers can afford to ignore. Take the question of plate glass. At any moment, often through no fault of its own, a motorist may collide somewhat suddenly with a motoring vehicle or stationary object. The first thing to go is generally the plate glass in the car, either of the windscreen or the windows, and flying fragments cut the occupants of the vehicle more or less seriously.

The Remedies

This danger, is remedied, at a fairly reasonable cost by fitting one of the well-known types of splinterless glass all round, but even so the risk can be minimized still more by reducing the amount of glass fitted in the first instance. The windscreen can be made as shallow as possible, thanks to a high bonnet and a low roof. A high waistline and low roof also reduce the amount of glass necessary in the windows and doors, while in the rear quarters of the body there is no real need to fit windows at all.

The question of blind spots is also receiving much attention at the present time. Light steel frames for enclosed bodies reduce the necessity for massive roof supports to a minimum. Nevertheless there are still many bodies made in which the windscreen pillars and door posts are wide enough to conceal from the driver's view a pedestrian, say, who is stepping off the kerb a short distance up the road.

Then there is the question of reflections. A vertical screen reflects straight into the driver's eyes the light from the headlights of any car coming up behind. The obvious remedy is a fairly thick blind over the rear window, but reflections are still likely to occur of street lamps, brilliantly illuminated windows, etc., on either side of the

car. The only way, therefore, to make quite sure that they are eliminated is to tilt the windscreen. The windows are still liable to cause dangerous reflections unless they too, are tilted, but there is no reason why most graceful lines should not be obtained when the windscreen and all panes of glass are inclined.

Lack of Head-Room

Lack of head-room can cause unpleasant accidents. In fact, a prominent bonesetter of the "Motor's" acquaintance assured that paper that he had at least four cases a week passing through his hands where muscles had been strained and bruises experienced owing to leaving the seats of a saloon car and banging the head on the roof when passing over a hump-backed bridge, for example. The modern method of providing wells for the feet enables the occupants to sit lower in relation to the roof than was erstwhile possible, while there is less bouncing with pneumatic upholstery than with the older type of sofa spring. Suspension has much improved of recent years in addition, so that occupants of the rear seat are less likely to be thrown up towards the roof on the slightest provocation.

As regards ventilation and the question of noxious fumes reaching the interior of the body from the engine, American manufacturers have given a lead by taking their crankcase breathers down through the underbody, so that they exhale at such a point as makes it impossible for the fumes to re-enter the body. Great care is taken also to close up the pedal slots and other points where controls come through and general use of louvres in the bonnet ensures the rapid ingenious methods of ventilating cars are now in use, from scientifically designed draught-proof ventilators on the roof of air scoops in the scuttle, below the windscreen. Louvres on the tops of the windows are another feature which has come from America.

A Good Idea

There is also a marked tendency to lead the exhaust manifold forward and ring it down beneath the undershield close by the radiator, so that there is less likelihood of a leaky point between the manifold and the pipe, resulting in the escape of exhaust gases into the body.

Another point that might receive attention is the manner in which doors are mounted. In some saloons the doors are hinged on a common pillar in such a way that if one door is to be opened the other door has to be closed. In addition, a little more attention should be devoted to the locking of these doors so that they cannot accidentally open when rounding corners or passing over uneven roads. It is undesirable, also, to hinge doors so that they swing outwards from the front when opened. The doors should always be hung in such a way that their inertia and the pressure of wind forces them shut should they fly open on the road. It is realized, however, that with many of the low, modern saloon bodies that are being turned out, it is not possible to hang the door from the front edge and yet retain easy ingress or egress.

How are coachbuilders and manufacturers combating the dangerous features of closed cars?

An inspection of 1919 model reveals a widespread use of the splinterless glass of various makes.

(Continued on foot of next column.)

NEW RECORD**FAMOUS BRITISH RACING MOTORIST****"GOLDEN ARROW" MACHINE**

Washington.—Major H. O. D. Segrave, who tempted death in March, 1927, when he set a new world's straightaway record, only to see it shattered by a fellow countryman a year later, who in turn lost it to an American, will arrive in the United States in the middle of February, in an attempt to regain the record for himself and Great Britain.

This announcement, the first official intimation that Major Segrave will again seek the record, was made by Val Haresnape, secretary of the contest board of the American Automobile Association, under whose auspices the attempt will be made.

William F. Sturm, Segrave's American manager for the new attempt to establish a speed record, called at the offices of the A. A. A. contest board regarding sanction requirements, and the announcement followed his visit.

Dry Lake Sought

Major Segrave will bring to the United States a new racing sensation—his Golden Arrow—and will try for the record sometime in March, either on one of the Florida beaches or on the dry lakes of California, if one of suitable length for a run can be found.

All contests of this nature are supervised by the A. A. A. and in order for Segrave to claim an official world's record he must have the certification of the A. A. A. contest board. An international organization, the Associated International of Recognized Automobile Clubs, alone is empowered with granting of world or international records. The American membership in this body is held by the A. A. A. under the regulations of this affiliation, records are interchangeable and become world's or international records by virtue of such interchange.

Startled World

In April, 1920, Tommy Milton made an official record of 159.04 miles an hour in a 16-cylinder Duesenberg. The record displaced one of 149.875 made by Ralph De Palma in a special Packard a year earlier. After Milton's attempt record making lay quiescent for years. Then Segrave startled the world in 1927 by announcing that he would come to America with a car that would exceed 200 miles an hour. He came, and when, he went back to Great Britain he took with him the astounding record of 203.79 miles an hour. A year later, on February 15, 1928, Capt. Malcolm Campbell raised the record to 206.95 miles an hour. Two months later Ray Keech, in an American-built Triplex special, pushed the mark to 207.562 miles an hour, where it now stands.

That is why Segrave will come to attempt to regain the laurels for England.

LONDON VERSION

London, Jan. 10.

Major H. D. Segrave hopes to wrest from the United States the world's land speed record of 107.5 m.p.h. held by Ray Keech. Major Segrave sails for Daytona, Florida, at the end of January and it is understood that he will defend the title with a mammoth 1,600 h.p. car. About 18 months ago a millionaire who wishes to remain anonymous entered Major Segrave's office and said "I hear that you want to get the record back, well, go and get a car built. Tell the designer that he can spend what he likes, he is to spare no money in making the car as safe as humanly possible."

Great Surprise

After recovering from his surprise Major Segrave sent for Capt. J. S. Irving, who is 42 and comes from North England. His model cost \$15,000, and is the most remarkable in the history of motor engineering. The world's land speed record is timed over a mile course which must be covered in both directions. The car will be driven 160 miles and the useful life is probably limited to 150 miles taking into consideration practice runs and the distance required for starting and stopping. Its useful life is limited to one hour which works out at \$250 per minute.

Cushioning the head lining with sponge-rubber, or even pneumatic upholstery is suggested as useful in minimizing the harmful results of bouncing, although this is itself is being refused on the grounds of safety.

How are coachbuilders and manufacturers combating the dangerous features of closed cars?

STUDEBAKER TRIALS**RELIABILITY & ENDURANCE DEMONSTRATED****AT BROOKLANDS**

Brooklands, famous British motor speedway, was the scene of a series of trials held recently to demonstrate the high speed reliability and endurance of Studebaker and Erskine cars. The tests were made with strictly stock model enclosed cars and amateur drivers, and were held under official observation of the Royal Automobile Club.

In the first test run, which was held at Brooklands on September 18, an Erskine Six Sedan travelled 500.8 miles at an average speed of 58.8 m.p.h., or 500 miles in less than 512 minutes. An owner-driver, C. L. Sprosen, was at the wheel of the Erskine during the entire run.

Three Trials Held

On September 19, the second trial was held with a fully-equipped Studebaker Director Sedan. The Director, driven by G. A. W. Laird, amateur, covered 500.8 miles at an average speed of 60.4 m.p.h., equivalent to 500 miles in less than 497 minutes.

A Studebaker—President Eight fully equipped, was selected for the third test, which was held at Brooklands on September 28. Driven by C. W. Chambers, Studebaker-Erskine dealer the President travelled 503 miles at an average speed of 71.2 m.p.h. The test was completed on a wet track in blinding rain.

The British trials, which are all the more remarkable since each was made with an enclosed model, climax a year of tests with Studebaker and Erskine cars which are "without parallel in automobile history." In the United States from August 6, 1927 to August 9, 1928, Studebaker and Erskine cars in test runs travelled 224,595 miles at speeds averaging more than 65 m.p.h. During the year Studebaker won and now holds 5 official world records, 114 official American records and 48 official Australian records for speed and endurance.

STYLE APPEAL**IN THE TYRE WORLD**

Akron.—Like other industries, tyre manufacturers are now building merchandise that has style. While it may seem ridiculous that a tyre can be so constructed to have style appeal, it is a fact and increased sales are being recorded by manufacturers who have adopted this practice.

The General Tyre and Rubber Company here recently introduced through its distributors, a new dual-balloon "G" tyre which is said to have unusual style appeal. Officials of the company state that this new tyre is winning the admiration of both men and women drivers because of its unusually good looking design, non-skid tread and driving safety.

That such a thing as style would ever enter the minds of the men who are responsible for the manufacture of tyres seemed out of the question a year ago. But it's an actual fact to-day and already other tyre builders are talking of following the practice of building style into tyres as well as quality.

POWDERED COAL RUNS CAR ENGINE

A new internal combustion engine has been developed in Germany which operates upon pulverised coal or oil. It has been also run satisfactorily on fuels made of dust of peat, rice husks and meal. The motor can be switched from coal to oil without stopping operation. For coal operation the pulverised dust is drawn into a chamber adjacent to the firing cylinder, compressed by air and then forced into the explosion chamber. The engine starts without other fuel than its powdered coal.

GARAGES IN PARIS

A series of "under street" garages is to be built in Paris, France, to relieve congestion caused by parking in narrow streets. The first, subterranean automobile parking ground will be under the Place de la Bourse, where the Stock Exchange is situated. Others will be under the Rue de la Paix and at other strategic points.

"OAKLAND"

THE
SMARTEST CAR
ON THE ROAD

E. C. LTD.

The new Buick is the new Style

Fleet, symmetrical, low to the ground, unique & unrivaled from an artistic standpoint—and the most comfortable automobile motorists have ever known—

Not only beautiful, not only symmetrical, not only luxurious—but an entirely new style—an alluring new mode of car design—

—a mode so true and sound and beautiful that it forecasts the trend of smart body design for years to come—

The same artistry, the same craftsmanship which make this new Buick the most beautiful automobile of the day also

makes it the most comfortable automobile motorists have ever known.

New adjustable front seats in the closed models—full width rear seats providing plenty of room for three adult passengers—deep, soft upholstery—the lounging spaciousness of the interiors—all combine with Buick's famous cantilever springs and Lovejoy Hydraulic shock absorbers to produce the highest degree of riding luxury ever attained.

See this new Buick—drive it—compare it point by point with any other automobile—prove to yourself it's the Buick of Buicks and the car of cars!

The Silver Anniversary
BUICK
WITH MASTERPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

The public decrees CHRYSLER the new car vogue.

Here are but a few of the epoch-making features Chrysler engineering has originated, pioneered or developed to highest efficiency during the past five years:

"Silver-Doone" high-compression engine, using any petrol. Seven-bearing counterweighted crankshaft.

Exclusive type of high-turbulence combustion chamber. Iso-therm invar-struct pistons, with tongue and groove rings. Air cleaner and oil filter. Electric fan for easy starting in cold weather.

Manifold Heat Control, for elimination of "pinking" and "knocking".

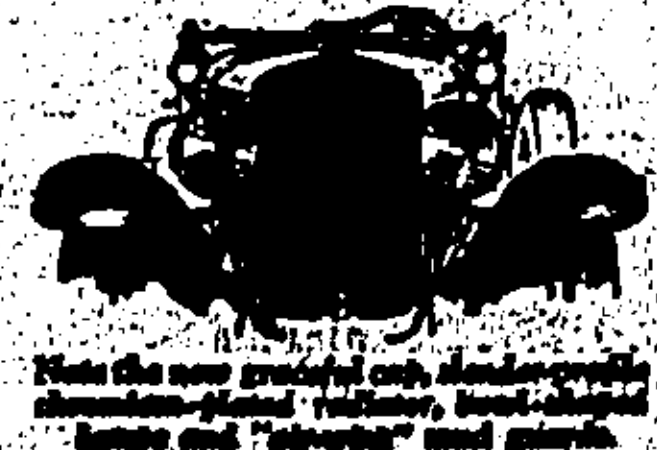
Body and crankshaft impulse neutralizers.

Hydraulic shock absorbers, for supreme ease of riding.

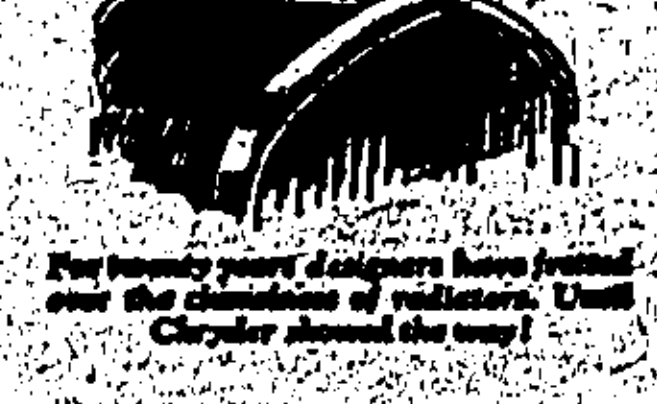
Light-action, internal-expanding hydraulic four-wheel brakes with squeakless moulded brake lining.

Balanced road wheels. Ornamental, indirectly-lighted instrument panel for convenience in driving.

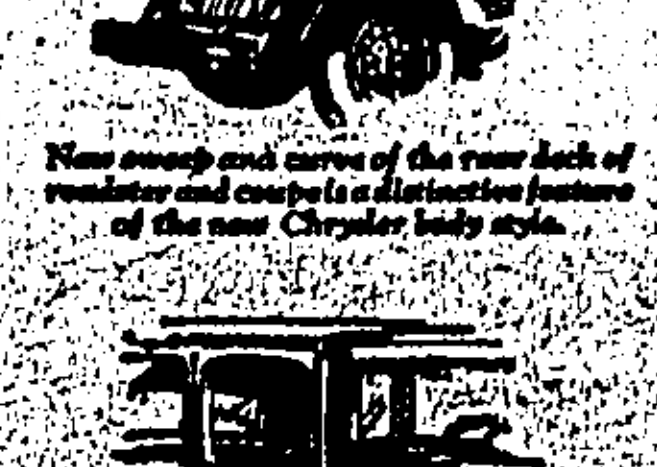
Saddle-spring seat cushions. And a host of others.



Note the new powerful and flexible engine, the standard of reliability, smooth, quiet, and "easy" to drive.



Not merely power, designers have fused the elements of refinement. Look Chrysler's way!



Note smooth and curves of the rear back of radiator and engine is a distinctive feature of the new Chrysler body style.



Chrysler "saddle-spring" cushions for comfort and ease of riding. Note the new and improved wheel and tire design.

IT IS EASY to understand why, more than ever before in Chrysler's phenomenal career, the public is today Chrysler-wild and why even Chrysler's largest production is now just beginning to meet the demand.

In the new Chrysler "75" and "65" an enthusiastic public recognizes a new style that re-styles all motor cars—a finer performance than anything that has gone before—a greater value than such prices can buy anywhere else.

Chrysler's superior engineering skill and finer precision craftsmanship, again and again have literally obsoleted other types of cars.

The constantly increasing Chrysler public, with its high enthusiasm for Chrysler, rest and dash, distinction and luxury, safety and long life, makes it easy for you to decide to become a Chrysler owner.

All Chrysler dealers welcome the opportunity of putting any Chrysler model to a test of your own selection.

CHRYSLER

THE REPUBLIC MOTOR CO. OF CHINA

30-32, Des Voeux Road, C.

Telephone C. 1211 & C. 1212.



FEDERAL TRUCKS.
1-7 1/2 Ton Capacity.
Sole Agents:-
KIN CHEONG HONG.
37, Colnnaught Rd. C. Tel. C. 6.

China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, FEBRUARY 7, 1929.

SEND IT HOME!
"OVERLAND CHINA MAIL"
THE WEEK'S NEWS
ILLUSTRATED.
25 cts. 25 cts.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"BARPEDON" 20th Feb. Marseilles, London, Rotterdam & Glasgow
"ACHILLES" 24th Mar. Marseilles, London, Rotterdam & Glasgow
"PATROCLUS" 20th Mar. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"BELLEROPHON" 20th Feb. Genoa, Havre, Liverpool & Glasgow
"KEEMUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via Kobe & Yokohama
"TYNDAREUS" 21st Feb. Victoria, Vancouver & Seattle
"TYNDAREUS" 24th Mar. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AUTOLYCUS" 13th Feb. New York, Boston & Baltimore
"LAOMEDON" 6th Apr. New York, Boston & Baltimore

INWARD SERVICE.

"PATROCLUS" Due 8th Feb. For S'hai, Chinwantao & Dairen
"DEMODOCUS" Due 10th Feb. For S'hai, Moji, Kobe & Yokohama

PASSENGER SERVICE.

"BARPEDON" 20th Feb. Singapore, Marseilles & London
"PATROCLUS" 20th Mar. Singapore, Marseilles & London
*Sails at daylight

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

It is hereby notified that on and after 30th January radio-telegrams will be accepted for transmission to Swabue at \$0.30 per word. The receiving station will collect the charge due to its Service.

INWARD MAILS.

From Per
THURSDAY, FEBRUARY 7.
Australia and Manila Changte
Shanghai and Amoy Kanchow

FRIDAY, FEBRUARY 8.
Japan, Shanghai and Europe via Siberia,
London, 15th Jan. Hakone Maru

SATURDAY, FEBRUARY 9.
Europe via Negapatam (Letter only, London,
10th Jan. and Parcels Mail London, 3rd
Jan.) Patroclus

U.S.A., Honolulu, Japan and Shanghai President Polk
SUNDAY, FEBRUARY 10.
Europe via Negapatam (Paper only, London,
10th Jan.) Talamba

MONDAY, FEBRUARY 11.
U.S.A., Honolulu, Japan and Shanghai President Madison

OUTWARD MAILS.

For Per
THURSDAY, FEBRUARY 7.
Saigon Prominent 4.30 p.m.
Shanghai and Europe via Siberia Calchas 6 p.m.

FRIDAY, FEBRUARY 8.
Swatow, Amoy and Focchow Hai Ning Noon.

Straits, Ceylon, India, Mauritius,
E. & S. Africa Montevideo Maru 12.30 p.m.
Sandakan Mausang 1.30 p.m.
Fort Bayard Huang Ho 1.30 p.m.
Saigon Wong Shek Kung 2.30 p.m.
Saigon Chekiang 5 p.m.

Straits, Ceylon, India, Mauritius,
E. & S. Africa, Aden, Egypt and
Europe via Marseilles—due Mar-
seilles, 10th Mar. K.P.O. Regis-
tration (Feb. 8) 4.30 p.m. Letters
(Feb. 9) 9 a.m. G.F.O. Registra-
tion (Feb. 9) 8.45 a.m. Letters
(Feb. 9) 9.30 a.m. Hakone Maru
*Straits and Calcutta. Parcels
(Feb. 8) 5 p.m. Letters (Feb. 9)
8.30 a.m. Yuensang

SATURDAY, FEBRUARY 9.
Java via Batavia Tjisaroa 2.30 p.m.
Wei Hai Wei Huichow 2.30 p.m.
Manila President Polk 5 p.m.

SUNDAY, FEBRUARY 10.
Swatow, Amoy and Formosa Hozan Maru 9 a.m.

MONDAY, FEBRUARY 11.
Shanghai, Japan, Honolulu,
*U.S.A., *Canada, *C. & *S.
America and *Europe via San
Francisco—due San Francisco,
12th Mar. and Europe via Siberia.
Parcels 11 a.m. Registration
11.15 a.m. Letters Noon President Cleveland

*Correspondence bearing vessel's name only.

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business manager, at 38, Wyndham Street, Hong Kong

STATE DOCUMENTS SIGNED

BY THE KING

THE FIRST SINCE WARRANT OF
DECEMBER 4

AN IMPORTANT STEP

London, Yesterday.
A British wireless message
states:

No bulletin was issued from
Buckingham Palace to-day but it
was stated officially that there was
no change to report in the King's
condition.

It is learned officially that yes-
terday His Majesty signed two state
documents appointing Justice Tom-
lin to be Lord of Appeal and
Member of the Privy Council. This
marks an important step in the
King's progress, for it is the first
time His Majesty has signed a state
document since December 4, when
he signed the warrant appointing
a commission to act for him during
his illness.—British Wireless Ser-
vice.

INDIANS AT LAW

FORMER GAOL DEBTOR AS DEFENDANT

The Puisne Judge, sitting in
Summary Jurisdiction, gave judg-
ment for \$1,000, with costs, in
favour of Mahan Singh, who sued
Mohamed Ali for \$1,000 for money
lent and interest.

Defendant, who has been in the
debtors' prison, was represented
by Mr. F. H. Loseby.

Mr. Loseby applied for instal-
ment, stating that his client was out
of work and could only pay \$10 a
month.

Plaintiff alleged that defendant
was a railway contractor and could
pay the whole sum. He said that
instalments would be a hardship on
him as he would have to go to Tai-
po every month to find the defend-
ant.

His Lordship refused the applica-
tion.

SPANISH QUEEN MOTHER

Madrid, Yesterday.
Spain is in mourning for the
death of the Queen Mother, Maria
Christina.—Reuter.

Berlin, Yesterday.—It is stated
that Baron von Huenefeld, (the
famous aviator) died after an
operation for stomach trouble, to
which he had long been a martyr.—
Reuter.

LINER'S MISHAP

PASSENGERS TAKEN OFF THE
"GENERAL METZINGER"

CARGO TRANSFERRED

Moji, Yesterday.
The Tokyo Salvage Company's
"Nasu Maru," which has been
standing by the "General Met-
zinger" since last night, has suc-
ceeded despite the rough seas in
landing the men aboard the dis-
tressed liner. They have ascertained
the extent of damage done in
numbers one and two holds, which
are filled with water.

After temporary repairs and
pumping an attempt will be made
to refloat her, but it is regarded as
extremely difficult. The passengers
are landing at Moji this evening
and will go to Kobe by train, while
the crew will remain at Moji till the
ship is seaworthy.

Owing to the rough seas it is dif-
ficult to transfer the cargo, and pos-
sibly a part of the cargo must be
abandoned.—Reuter.

\$3,000,000 PRESS TRUST

PAPERS TO OPERATE AT HOME AND ABROAD

FIFTEEN MILLION SHARES

A \$3,000,000 holding company has
been registered for the purpose of
buying interests in Home and for-
eign newspapers. It is called the
"Anglo-Foreign Newspapers, Ltd."
Its official objects are to carry on
the business of proprietors, publish-
ers and printers of newspapers,
books, magazines, periodicals, or
other literary works in the United
Kingdom or elsewhere. The no-
minal capital is \$3,150,000 in 12-
000,000 ordinary shares of 5s. each,
and 3,000,000 deferred shares of
1s. each.

The Chairman is Mr. Henry S.
Horne, the vice-chairman Sir Robert
Donald, and other directors in-
clude Mr. Valentine Williams, Mr.
Cranfield Hicks, and Mr. Arthur
Collins. Sir Robert Donald was
editor of the "Daily Chronicle" from
1902 to 1918, managing director of
the United Newspapers, Ltd., until
1918, and founder of the "Municipal
Journal". Mr. Valentine Williams
was for some time Berlin cor-
respondent of Reuter's Paris cor-
respondent of the "Daily Mail,"
and the first accredited correspondent
at British G.H.Q., March, 1915. Mr.
Cranfield Hicks was some time
Financial Editor of the "Daily
Express". Mr. Arthur Collins is a
noted financial adviser to public
authorities.

France and Germany

Mr. H. S. Horne has had a

(Continued on Next Column)

LORD CARBERY'S BIG FLIGHT

AFRICA TO ENGLAND

LADY PASSENGER TO PAY \$500
FOR TRIP

FLYING "MISS AFRICA"

London, Yesterday.

News is received from Nairobi
that another flight from Africa to
England started from there this
morning when Captain black form-
erly of Royal Air Force took off in
Lord Carbery's Fokker, "Miss
Africa." He has with him as pas-
senger, Mrs. Wilson, who is paying
\$500 for the trip from Nairobi to
England.—Reuter.

INDIA AND "REDS"

"EXECUTIVE MUST BE ARMED WITH POWERS"

PUBLIC SAFETY BILL

New Delhi, Yesterday.
The Public Safety Bill was bi-
tensely debated in the Assembly.

Sir Denys Bray, Foreign Secre-
tary, urged that the executive must
be armed with powers to meet the
Communist invasion in India. He
hoped that Pandit Malaviya, leader
and inspirer of Indian youths, would
vote for the Bill.

Chaman Lal (Labour) denounced
the bill which he said savoured of
"Star Chamber methods." He ad-
ded that if the bill were passed the
Government would next bill as
"Arbitrary Absolutism."

Sir Purshot Amadas Thakurdas
said that Indian commercial men
saw more of political import in the
bill than an effort to protect indus-
try, and suggested a conference with
the Viceroy.

The debate was adjourned.—Reu-
ter.

meteoric rise as a financier during
the last few years. He arranged the
amalgamation of a number of
important cement companies, and
became Chairman of British Cement
Products and Finance Company.
Later he became interested in news-
paper properties; formed the Asso-
ciated-Atlantic Corporation, and
finally Carmelite Trust. Both these
concerns are holding companies,
greatly interested in newspaper prop-
erty. Mr. H. S. Horne then be-
came a director of the "Daily Mail"
Trust, and afterwards a director of
the Paris "Daily Mail." He is still
in the early thirties.

The new company has been form-
ed to invest in newspapers not only
in Great Britain but abroad. It is
understood that Mr. Horne will
turn his attention to France first,
and later to Germany. Sir Robert
Donald will examine newspaper prop-
erties in England, and report on
the advisability of investments. It
is stated that the company will be
purely financial and have no political
aims. Debenture shares may be
purchased in certain foreign news-
papers, and in certain cases whole
newspapers may be bought out-
right, but it is unlikely that the
group will try and direct the policy
of foreign newspapers.

Both Carmelite Trust and Asso-
ciated Anglo-Atlantic will be
closely connected with the new
venture, which will be floated under
their auspices.

Evening Paper Millions
It will be remembered that, on
February 13 last, Lord Rothermere
announced the formation by him
of a trust called Northcliffe News-
papers, Ltd., with a capital of
\$3,000,000 (with a possible future
increase in the amount of debentures
to \$5,000,000). These were guar-
anteed by the Associated News-
papers, Limited, the company which
owns the "Daily Mail," the "Even-
ing News," and the "Sunday Dis-
patch," and by the Daily Mirror
Newspapers, Ltd. The object was
to buy and found provincial evening
papers in Great Britain. At a
meeting of Carmelite Trust last
year, Mr. Horne stated that his
company was acquiring growing in-
terests in Northcliffe Newspapers
Ltd.

Associated Anglo-Atlantic Cor-
poration has a capital of \$300,000 in
Ordinary shares of \$1 and \$100,000
in debentures.

WILLIAM FOX FRANK BORZAGE'S STREET ANGEL



LOVE AND LIFE
amid the shadows
of a Neapolitan
Waterfront!

ACCLAIMED THE BEST FILM PRODUCTION OF
THE SEASON

AT THE
QUEEN'S TO-DAY TO SATURDAY
AT 2.30, 5.10, 7.15 & 9.20.

THE splendid comedy of a spoiled, pampered college girl plunged into the rough and tumble of university life and given a smart dose of her own snobbish medicine!

BEBE DANIELS in THE CAMPUS FLIRT

With JAMES HALL, EL BRENDEN.

AT THE
WORLD FINAL SHOWINGS TO-DAY.
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

A flaming romance of old Spain with "The World's Sweetheart"
in one of her finest roles!

MARY PICKFORD in ROSITA

With
HOLBROOK BLINN, IRENE RICH

AT THE
STAR FINAL SHOWINGS TO-DAY.
At 5.15 & 9.20 p.m.

Genuine
BAYER
ASPIRIN
SAY "BAYER ASPIRIN" and INSIST!

"ON APPROVAL"
THEATRE ROYAL
19th, 21st, 22nd, and 23rd
FEBRUARY.

OWING TO THE GREAT DEMAND for seats, booking
will open at Anderson's TO-MORROW 8th INSTANT

Reserved Seats \$5.00.

TO-DAY TO SATURDAY
at 2.30, 5.20, 7.15 & 9.15.

also
at 7.15 & 9.15 p.m.
performances
"CATHRYN"
Talented American Danseuse
in a repertoire of Classical
and Oriental Dances.



AT THE
MAJESTIC